

CYCLE NEWS[®]

WEST

Volume XIX : Number 17 : May 12, 1982

85¢

**The
way
of
San
Jose**



**Plus: St. Pete 125/250 MX National,
Mike Guerra's GP triumph,
John Player Gold Cup RR,
Boise TT Regional,
Illinois Nat'l Enduro and more!**

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



Suzuki's Randy Mamola dominated all three legs of Donington Park's international road race.

Mamola dominates John Player Gold Cup

By Alan Cathcart

DONINGTON PARK, ENGLAND, APR. 17-18

Randy Mamola served notice that the new XR40 Suzuki Gamma will be a force to be reckoned with in the 1982 GP season when he broke Yamaha's so far unbeaten line of

successes this year with a convincing three for three win over Barry Sheen's OW60 Yamaha at the Donington Park International meeting at Britain's parkland circuit.

Helped considerably by his massive eight and a half inch Dunlop rear slick, Mamola came from behind each time to win in relatively untroubled style. "The new tire takes a bit longer than the old narrower ones to warm up," he said after, "so with only two warm-up laps and the cool weather I took Dunlop's advice and stroked it for the first few laps. The bike really ran good, and I'm looking forward to Austria."

Randy's first win came in front of 12 million TV viewers in a live televised race on the Saturday, when in blustery, cold conditions he was run-

ning in the bottom half of the top 10 after three laps when UK Suzuki teamster Keith Huewen unloaded in front of him exiting from the tricky McLeans right-hander. Mamola was forced on to the grass for about 75 yards, but kept it upright, although he lost many places. He must have been quite relieved therefore when the race was stopped to allow the injured Huewen to be removed by ambulance, restarting as a new race from a grid line-up. This time Randy made no mistake, and steamed past Sheene and the UK factory Hondas of Ron Haslam and Aussie Wayne Gardner to take an easy win.

The following day was sunny but still cold. Main event was the prestigious John Player Gold Cup, run in two 20-lap legs of the 1.91 mile track. Last year's winner Mamola again took three laps to make his move,

passing Sheene and current British Champion Bob Smith on his privateer RG to win by a convincing seven seconds. Randy also posted fastest lap of 1:15.6, a speed of 93.20 mph. South African Kork Ballington's KR500 Kawasaki was a disappointing sixth, seemingly unable to cope with the privateer Yamahas and Suzukis. Kiwi Stu Avant in particular gave him a hard time for the 20 laps on his new Mk. 7 RG500, before falling back in the last two laps to finish eighth.

For the second leg Sheene, a Michelin-shod rider for many years, threw a scare into the French company's representatives by acquiring a rear Dunlop tire. In fact, it stayed leaned against the wall of his garage, but the message was clear: "Come up with the goods, or I switch."

At the start Smith took an early lead, but was nailed on the first lap by both factory riders, who then proceeded to wage a battle royale for the full 20 laps in front of a 20,000 crowd. Mamola led throughout, with Sheene straining every nerve to pass him, never more than a couple of lengths behind. Though Barry put in the fastest lap of the day at 1:14.8 (94.20 mph), he was never able to catch the flying Suzuki in spite of a tremendous last corner effort which saw him just half a length behind at the flag, with Randy ahead by .1 seconds. Behind, Frenchman Bernard Fau got the better of Smith for third on his first ride on a privateer Mk. 7 Suzuki. (Fau was axed from the Sanvenero factory team after someone with a greater sponsorship package came along.) Balling-

ton retired on the second lap with unspecified engine problems, and was reportedly mighty upset that Kawasaki had sent him a practically brand-new machine after he'd spent the whole of last season gradually honing the previous model to the verge of being a GP winner. Avant wound up sixth overall in this race and on combined standings: Mamola was naturally first, and Sheene second, with Fau third.

The eight and a half inch Dunlop rear tire which has apparently given Randy and Kenny Roberts such an edge over the competition is apparently very difficult to construct, according to Dunlop Racing chief Derek Freathy, hence the fact that for '82 its circulation will be restricted to these two riders plus Ballington — the team leader in three of the four Japanese teams. Honda probably wouldn't want the tire even if it were available to them, since the increased drag goes against their NS500 policy of building a low, light, slippery machine. Privateer sales are expected in "about a year's time — possibly a little more," according to Freathy. Expect a big market in modified swingarms and five inch wide rear wheels to accomodate the new monster.

In other events, Honda strolled the Streetbike race, with Haslam recovering from his pre-Match Races fall to hold off Gardner and set a new class lap record on his CB1100R. The Superbike race (equivalent to U.S. Formula 1) went the same way, but in the British TT Formula One race Roger Marshall's Suzuki won a titanic dice with Wayne Gardner's Honda to score his second win in the series, after both riders had led for several laps. Gardner slowed at the end with engine trouble after a piston clouted a valve, but kept it running on 3 cylinders to cross the line fractionally ahead of New Zealand privateer Dave Hiscock's Suzuki, who beat factory Honda rider Ron Haslam into fourth spot. Hiscock's bike is one of the most interesting to appear on the British scene for some time, and the first monocoque-framed four-cylinder four-stroke to be seen yet in TT Formula racing. Designed and made in New Zealand, the bike obviously represents a considerable threat to the factory teams, now standing second in the Championship ahead of both Hondas and all the works Suzuki riders bar Marshall. Hiscock's neat but forceful riding is obviously a factor.

Final major race was the 250cc, in which British Armstrong machines, powered by the Austrian Rotax engine, scored still more success in their total domination of U.K. 250cc racing: Steve Tonkin scored easy wins in both races, only troubled in the first by teammate Aussie Jeff Sayle, who was however forced off the track by someone else's crash early in the second race, and retired as far too far behind to be able to make an impression.

The expected challenge from the rival Waddon-Ehrlich team never materialized: Tony Head — fourth at Daytona — crashed on the warm-up lap of the first race, and finished well downfield in the second. Teammate Richard Schlachter, having at last secured the factory ride he's been dreaming of for so long, saw all his hopes turned to ashes when after a slow start in the first race, he unloaded heavily on Donington's treacherous surface, breaking a wrist, grinding a little toe away to the bone, and losing a lot of skin. Though Waddon team chief Bernard Sheerin wanted to get Richard treated at a Harley Street clinic, Schlachter flew home the next day for a skin graft. A sad end to what had promised to be the start of something big for the Connecticut rider. •

HEAVY VICTORY IN THE LIGHTWEIGHT CLASS.



Team Suzuki Enduro rider Jeff Fredette just wrapped up an impressive win for Suzuki. He piloted his "Full Floater" PE-175 to First Place Overall at the Burr Oak National Championship Enduro near Rose Lawn, Indiana.

What's more, Jeff did it against a field that included the larger 250 and open class machines!

And in the same race, Team rider John Fero and his "Full Floater" PE-175 made their way to First Place in the lightweight AA Class.

Which goes to show you, the PE-175 "Full Floater" is the Heavyweight in the lightweight class.



THE WINNING RIDE.

"THE RM-125Z IS THE BIKE FIRST AND FOREMOST."

MOTOCROSS
ACTION

"Great suspension, smooth power, excellent detailing and a proven record make the RM-125Z the smartest—and safest—buy of 1982.

Suzuki retains its crown for the second year in a row. The RM-125Z is the best all-around 125 for 1982."



June 1982

New water-cooled Full Reed engine: Full Reed induction and water cooling give more horsepower throughout the entire RPM range.

6-speed transmission: Makes optimum use of engine power and provides a gear for any condition.

Refillable single gas/oil shock with remote reservoir: With adjustable damping and preload, the rear suspension can easily be dialed in to suit all track conditions.

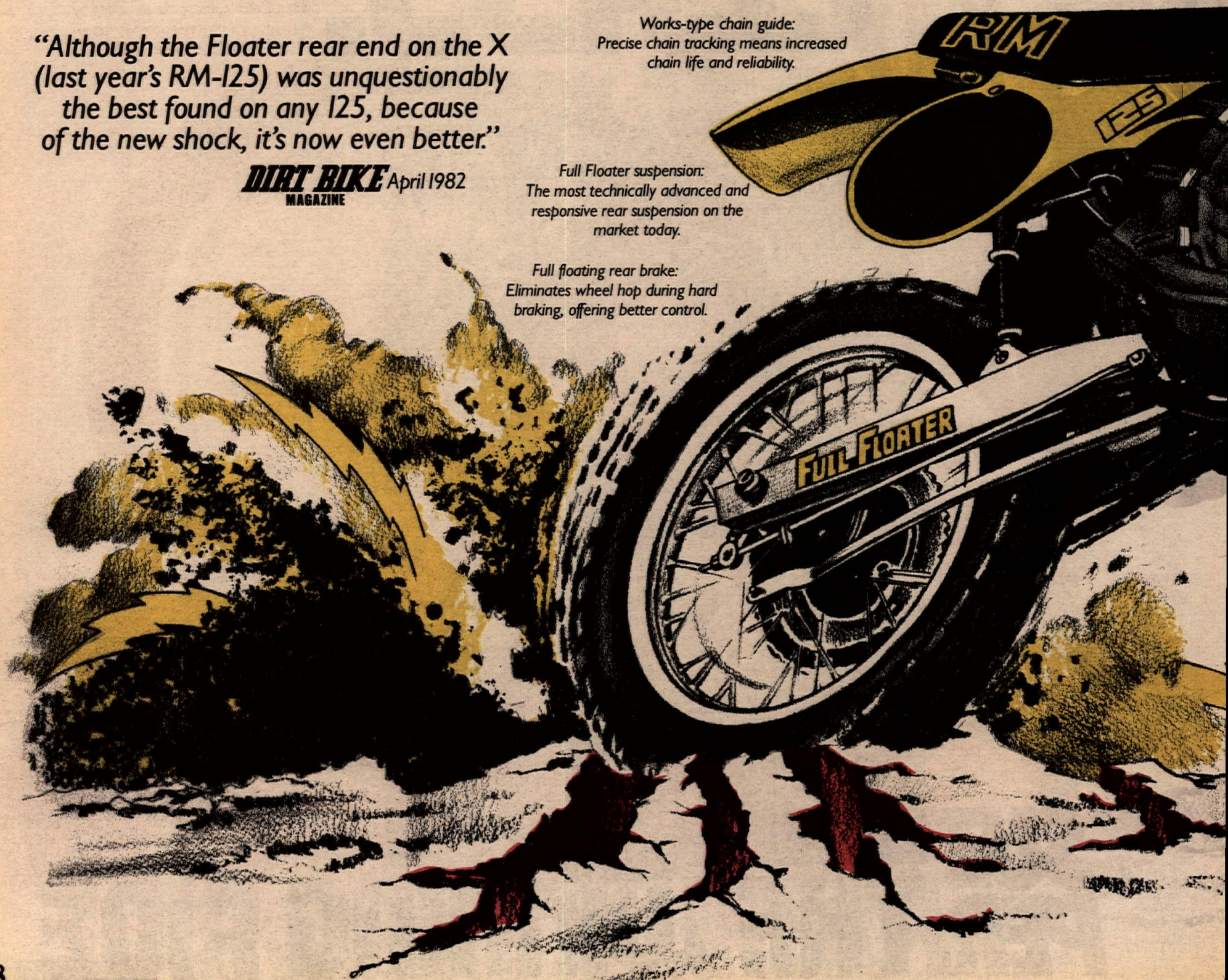
Works-type chain guide: Precise chain tracking means increased chain life and reliability.

Full Floater suspension: The most technically advanced and responsive rear suspension on the market today.

Full floating rear brake: Eliminates wheel hop during hard braking, offering better control.

"Although the Floater rear end on the X (last year's RM-125) was unquestionably the best found on any 125, because of the new shock, it's now even better."

DIRT BIKE April 1982
MAGAZINE



TO CONSIDER

"Add the smooth motor, sano rear suspension and a full year's worth of testing, proving and product development, and you have a bike that is an improvement over last year's number one bike. Last year's best is refined and is back at the head of the pack."

MOTOCROSS April 1982
ACTION MAGAZINE

Improved long-travel leading axle air front forks:
Smooths out the worst bumps and improves high-speed stability and overall ride.

Lighter weight:
Being the lightest 125 going means more horsepower on the track.

Straight-pull hubs:
Virtually eliminates spoke loosening by doing away with traditional 90° bend where spoke attaches to hub.

Folding gear shift lever:
Helps protect the lever and transmission.



SUZUKI PERFORMANCE ABOVE ALL



Dwaine Walters took the overall win by 36 points.

ATA Observed Trials/California State Championship Series: Round two

V.O.T.E. Two-Day has familiar refrain: Dwaine again

By Len Weed

SAN FRANCISQUITO CANYON, CA, APR. 24-25

Wearing of the green. Top o' the morning and all that. St. Patrick's Day. Wasn't that Mar. 17? And doesn't the Valley Observed Trials Enthusiasts group always hold their big

two-day the weekend before or after St. Patty's day? Always, until this year.

Generally recognized as the premier event on the first half of the American Trials Association calendar, this year's version has moved forward a month after the club's request to hold the trial in the Gorman/Alamo area was turned down by the Forest Service. V.O.T.E. decided to return to San Francisquito Canyon, site of the 1980 AMA/NATC national. SFC has been used since problems with shooters forced the club out of Texas Canyon.

The two-day also served as round two of the P.I.T.S./ATA California State Championship Series. The British-American Cup kicked off the series up north. The third round on the schedule is a P.I.T.S. event near San Louis Obispo. The year-end El Trial

de Espanan is also now a part of the California Series.

V.O.T.E.'s competition co-chairmen, Andre Plouffe and Steve Holland headed the section selection, with plenty of help from Bob Morris and Jay Ebinger.

Section three, manned by Holland, merited the Laid Back/Far Out-Award for Arresting Ambiance. Steve and his young section assistant, Lenny, decided to tape record the entire entry as it rode through their section. Then they played back the tape during the second loop, unexpurgated and everything.

The killer section on Saturday proved to be number five. Nobody three'd it. Or two'd or one'd or cleaned it. Even Bernie Schreiber took two fives. The riders had to climb out of a water-filled hole to leap a rock step, then another step, and hang an immediate right to the gate in less than a bike length. Bernie cleared the dou-



Exhibition rider Bernie Schreiber had low Saturday score.

ble step on his second effort, but couldn't handle the turn.

After riding exhibition on Saturday, Bernie jetted out Saturday night for Europe. Coming up are the Scottish Six Days Trials and the next four world rounds. He'll be back (along with Scott Head from Italy) for the Canadian world round on June 20 and the American round on June 27 at the Donner Ski Ranch, west of Reno. (For more info about this trial, contact Tom Cullen at 415/342-6870.)

The Expert battle, with Schreiber riding exhibition, figured to be a Dwaine Walters' show. Matt Pritchard, number two in the ATA last year to Walters, was spectating, hung up in a time warp between selling his old bike and receiving his new bike.

Dwaine started poorly. The first loop scores showed: Schreiber 14, Michael Lauxen 37, Oli Thordarson 46, Walters 48. Bernie had six of the 19 cleans while Lauxen had five. No other rider had more than two.

Walters rebounded smartly on loop two, tallying just three points more than Schreiber. Bernie upped his clean count to 11 of 16 rides, but his score climbed to 20 while Walters turned in a 23 with seven cleans. At day's end, the points read: Walters 71, Lauxen 79, Thordarson 89, Kipp Webb 95. Schreiber headed to the airport with a total of 34 points.

Walters dropped just 36 points on Sunday to win both ATA and State honors with a score of 107. Michael Lauxen finished second with 143, followed by Kipp Webb with 166.

Rob Walters, Dwaine's brother, won the ATA Amateur class with a 160 while Ted Feland topped the State Amateurs with a score of 156.

Ken Maracek of P.I.T.S. won both Senior A classes. The ATA runner-up was Tom Hascher. John Husmann took second in the State class.

Bob Watson had the best Senior N score, 140. Gary Stewart topped the State entrants.

Novice John Robertson scooted home 25 point in front of Scott Annand who topped the State entry.

Joe Lorenzen forged out a 14 point margin over Joe Fasola for the Beginners.

The trophy presentation ran like clockwork. At least it was well oiled. Finishers received chain lube and oil products donated by Duralube and Kal-Gard. In addition, Sport Tracks donated tires that went to the first and last place Novice, the winning Beginner and, in a checker drawing, to Bruce Bermbaum of Bay Area Bultaco. Everyone headed for a Shakey's Pizza in Valencia after the trial. MCs Andre Plouffe and Steve Holland, obviously past their limit in root beers, kept things moving during the awards portion of the pizza chow-down.

The best unofficial "trophy" of the weekend was presented to Bill Davey of NorCal's Team Elderly by Bob Miller of Section One Products. Dave received an eight-inch vise-grip attached to a cord to be worn around the neck. Bill's loss of his loop card on Saturday motivated Bob to come up with a more substantial method for hanging onto Sunday's card. •

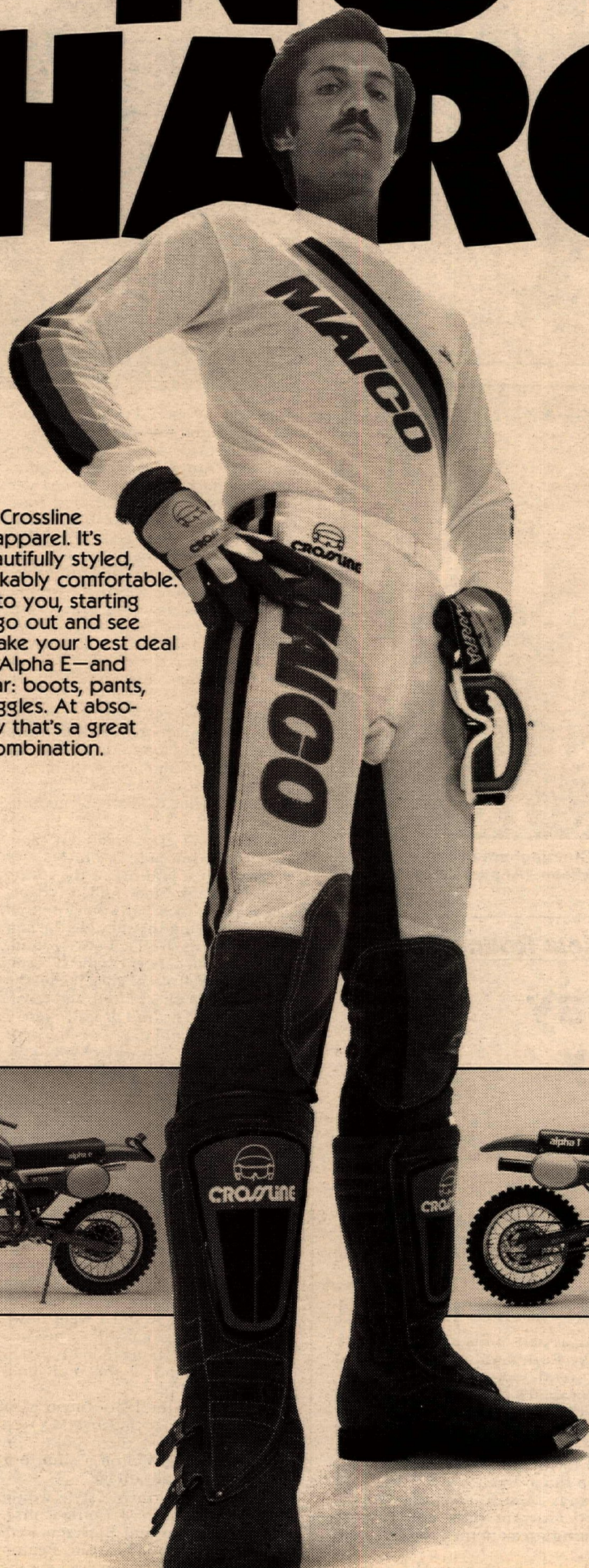
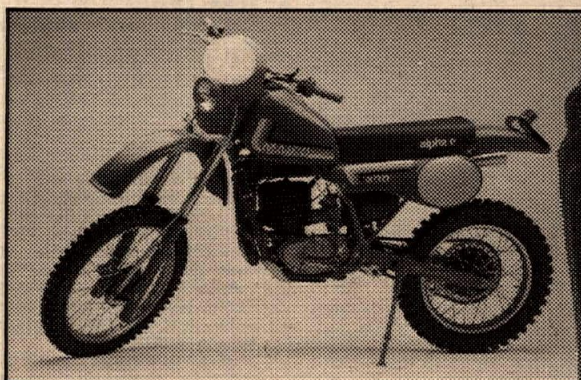
Results

ATA
EXPERT: 1. Dwaine Walters 107 (Itj); 2. Mike Lauxen 143; 3. Kipp Webb 166 (Bul); 4. Oli Thordarson 170 (Mon); 5. Derreck Bernard 176 (SWM).
AMATEUR: 1. Rob Walters 160 (Itj); 2. Sonny Baskin 172; 3. Reiji Nakayama 190 (Hon); 4. Erik Soderquist 194 (Yam); 5. Wayne Scott 199 (Itj).
SENIOR A: 1. Ken Maracek 168; 2. Tom Hascher 176; 3. John Husmann 187 (Mon); 4. John Hemingway 189 (Bul); 5. Art Webster 215 (SWM).
SENIOR N: 1. Bob Watson 140 (Itj); 2. Gary Stewart 179 (Bul); 3. Dean Hambrick 186 (Mon); 4. Ronald Stevens 193 (Mon); 5. Bill Markham 225.4.
NOVICE: 1. John Robertson 108; 2. Scott Annand 133 (Itj); 3. Jon Miller 158 (Bul); 4. Robert Norton 160 (Mon); 5. Reece Fesler 182.9 (Mon).
BEGINNER: 1. Joe Lorenzen 68 (Bul); 2. Joe Fasola 82 (Bul); 3. Scott Riggs 88 (Bul); 4. Kein Smith 96 (Bul); 5. Stephen Hagist 123.
STATE
EXPERT: 1. Dwaine Walters 107 (Itj); 2. Kip Webb 196 (Bul); 3. Derreck Bernard 176 (SWM); 4. Bim Miller 200 (Bul); 5. Kevin Cullen 217 (Bul).
AMATEUR: 1. Ted Feland 156 (Bul); 2. Rob Walters 160 (Itj); 3. Ted Cullen 193.9 (Schwin); 4. Erik Soderquist 194 (Yam); 5. Kurt Hathaway 212 (Mon).
SENIOR A: 1. Ken Maracek 168; 2. John Husmann 187 (Mon); 3. Bill Davey 193.8 (Bul); 4. Boyd Bernard 225 (Mon); 5. Tom Cullen 270 (Bul).
SENIOR N: 1. Gary Stewart 179 (Bul); 2. Dean Hambrick 186 (Mon).
NOVICE: 1. Scott Annand 133 (Itj); 2. Robin Crockett 135 (Itj); 3. Dale Christensen (Bul).

NO CHARGE

May 12, 1982 **CYCLE NEWS**

Something different—Crossline Motocross Products apparel. It's bold, rugged and beautifully styled, not to mention remarkably comfortable. And to introduce us to you, starting now until June 30th, go out and see your Maico dealer, make your best deal on a new Alpha 1 or Alpha E—and we'll throw in the gear: boots, pants, gloves, jersey and goggles. At absolutely no charge! Now that's a great deal...on a winning combination.




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(Top left) Fritz Kadlec leads winner Terry Cunningham out of a corner. (Top right) Open Intent class winner Wally Wilson. (Above) Veterans Jack Penton (left) and Dick Burleson duel.

AMA One Day Qualifier Series: Round 5

Athens One Day steamrolled by Cunningham

By Raymond M. McCoy

ATHENS, OH, APR. 18

Husqvarna's Terry Cunningham turned on the juice to post best individual score in the Ohio round of the ISDE Qualifier Series. Cunningham's 1089 point score provided

him with a 28 point (seconds) margin over Kawasaki's Fritz Kadlec, who turned in a 1117 point tally. This was Cunningham's second straight top score and win in the 250cc Intent class. Kadlec took second in that class in the Athens M.C. sponsored event.

Dick Burleson, back in action after a short layoff to let a broken bone in his left foot heal, took the 175cc Intent win. Burleson bumped up the displacement of his 125cc Husqvarna to 175cc using a kit he has been devel-

oping as part of his R&D work with Husky. Burleson also posted the third best overall score at 1124.

Kawasaki's Jack Penton turned in an 1129 point ride to top the 125cc Intent ranks while Husqvarna rider Wally Wilson was five points back at 1134 for the fifth best score and the Open Intent win.

Randy Mastin, aboard a Honda, ended Can-Am rider Bob Pearce's winning streak in the 4-stroke Intent class.

The hosting Athens M.C. used a three loop course which had the gas

stops and the special test area organized all around the club's grounds.

The first riders were out at 7 a.m. and were quickly at the first grass track test. Jack Penton, the sixth rider out, turned in the third fastest time for the test on his one-two-five. Burleson and 125cc Intent class rider Mike Melton turned in identical scores for a tie at second fastest. Cunningham let it be known he was in a winning mood with a blistering ride to put him in command from that point on. More than a few riders went down in quick fashion as the track surface was rapidly churned into mud in many sections.

Loop one was 40.8 miles in length with the second loop being 49.1 miles long. The third loop was on the trail used for loop one, only in reverse direction. Most riders hit their gas stops with time to spare for maintenance.

The second grass track test came after the second gas. Team Maico's manager Dick France saw the efforts of both Frank Stacy and Ray Cosgrove come to a halt. Stacy retired after reinjuring the shoulder he had banged up in the Tennessee round. "The accident happened when I began to push myself after I got a flat on the trail between checks four and five," said Stacy. "The trail dropped into a creek bottom and that's when I went down. I was so stiff when I got to the gas stop I could hardly use the clutch."

Cosgrove split the seam on his exhaust pipe. He ran the grass track, but was losing so much power he decided not to continue.

Many riders bettered their first times on the test, but Cunningham had to do it the hard way. "Everyone was saying to hit the creek jump hard," said Cunningham, "so as I approached it I was really moving. Unfortunately, I hesitated just a bit, causing me to land on the opposite bank instead of past it and I went down hard." Cunningham still turned in a run five seconds faster than his first to retain command of the individual scoring.

The win in the 125cc Intent class was going down to the final (MX) test as Penton gained three points on Melton leaving Melton a slim four point (second) advantage.

The final test, run MX style, would be four laps on the 1.2 mile course. Penton, Melton and Burleson were among the riders in heat one. Penton grabbed the lead on the dead-engine start, but as the field came to a long,

steep downhill midway through lap one it was Burleson in the lead. Two laps later Penton was back in front after stuffing it underneath Burleson in a tight turn. Melton's chances of winning the 125cc class came to an end when the engine seized. Penton won the moto and the 125cc class. Melton was slowed, but not enough to drop him from second.

"We old men were just cruising," said Penton of his battle with Burleson.

Burleson said, "Jack made a good move to pass me and I was playing it a bit safe. I almost caught him at the finish."

Cunningham had to chase Kadlec for the lead in the second heat. On the second lap Cunningham made his move just off the downhill. He took the lead, the win and, with the fastest time, the best individual score. Kadlec finished six seconds back.

"I could catch Fritz in the corners and I thought I would hit him several times because he would nearly stop and then motor me on the straights. I knew I had to pass him on the downhill," said Cunningham.

Husqvarna's Mark Hyde, who had been holding the lead in the Open Intent class throughout the day, saw his chance for a win evaporate when he broke his bike's chain. Wally Wilson grabbed the opportunity for the win.

Results

125cc I: 1. Jack Penton (Kaw) 1129; 2. Mike Melton (Hus) 1188; 3. Alan Zitta (KTM) 1248.

175cc I: 1. Dick Burleson (Hus) 1124; 2. John Fero (Suz) 1242; 3. Joseph Korzencki (Suz) 1248; 4. Randy Kline (Yam) 1263; 5. Zack Elkins (C-A) 1287.

250cc I: 1. Terry Cunningham (Hus) 1089; 2. Fritz Kadlec (Kaw) 1117; 3. Drew Smith (Kaw) 1135; 4. Stan Lojak (Hus) 1143; 5. Kevin Hines (Hus) 1159; 6. Jeff Russell (Hus) 1184; 7. Bill Berroth (KTM) 1185; 8. Ray Mungenast (Hus) 1186; 9. Gray Leonard (Hus) 1188; 10. Rod Bush (KTM) 1197.

OPEN I: 1. Wally Wilson (Hus) 1134; 2. Tom Buckles (KTM) 1141; 3. Kevin LaVoie (KTM) 1147; 4. Tim Hopy (SWM) 1169; 5. Joe Lojak (Hus) 1186.

4-STROKE I: 1. Randy Mastin (Hon) 1359; 2. Bob Pearce (C-A) 2248.

200cc A: 1. Greg Koontz (Yam) 600; 2. Denny Means (Hon) 617.

250cc A: 1. Scott Ford (Mai) 555; 2. Hans Raidel (KTM) 558; 3. Ramsey Simmons (KTM) 742; 4. John Steindler (Yam) 943; 5. Thomas Stargill (Hus) 1328.

OPEN A: 1. Tim Shepard (Yam) 577; 2. Jeffrey Anthony (KTM) 687; 3. Gregg Harless (Hon) 751; 4. Dennis Mitchell (Yam) 769; 5. Larry Wayne (Yam) 2417.

125cc B: 1. Ray Mason (KTM) 2683; 2. Bob Elliott (KTM) 2809.

200cc B: 1. Robert Wilson (Yam) 780; 2. Joan Kalleker (C-A) 1037; 3. Rom McCune (Hon) 1607; 4. Harry Hopes (Hon) 2547; 5. Windel Hale (KTM) 2521.

250cc B: 1. Ken Minter (KTM) 1295; 2. Dennis Welser (KTM) 1436; 3. Ronald Morning (Hus) 1881; 4. John Deakins (Mai) 2069; 5. Richard Bell (Yam) 2472.

OPEN B: 1. David Gillian (Hon) 128; 2. Dean Harvey (Hus) 638; 3. John Frackelton (Hon) 859; 4. David Geisler (Yam) 1717; 5. Mark Hunt (Hon) 2177.

SR: 1. Donald Harless (Hon) 1063; 2. Gary Miller (Yam) 1217; 3. Fred Hensley (Hus) 2904.

SUPER SR: Herb Leppelmeier (KTM) 2094.

WE FINALLY FOUND A WAY TO MAKE MAXIMS GO FASTER.

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and 650 are two of the best ways to shorten a city block. The 650 can turn a 12.6 quarter mile.* And the 550 goes like

most 650's. Or a lot of 750's for that matter.

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the sleek, integrated Maxim styling, and you really couldn't ask for more.

But you could ask for less. And, for a limited time, your Yamaha dealer has all kinds of Yamahas on sale. Including a 1982 Maxim 550 for the ridiculously low price of \$2499** or a 1982 Maxim 650 for \$2749**.

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*Source: Cycle Guide. **Manufacturer's Suggested Retail Price. Actual prices set by dealers. Taxes, license, freight, options and other dealer charges extra. Prices may change without notice.



(Clockwise from top left) Jeff Fredette broke the tie for the overall win. Former enduro champ and MNERA member Bill Baird. AA rider Fritz Kadlec and Terry Cunningham also had twos.



AMA National Championship Enduro Series: Round 3

Burr Oak a morale booster for Fredette

By Brian and Ann Palormo

ROSELAWN, IN, APR. 25

Jeff Fredette from nearby Tinley Park, Illinois, put his experience at riding the terrain of northern Indiana to good use as he emerged with the overall win at the Burr Oak

National Enduro. Deuces were wild in Roselawn, as five of the AA riders turned in scorecards showing that identical point loss, but Fredette's were the best since he zeroed both emergency checks.

"I needed a morale booster," declared Fredette after the run. "Until

now I only had one National point to my credit." Fredette and John Fero are contesting the 1982 Nationals on PE 175s under limited sponsorship from Suzuki.

"That's what Suzuki had to offer this year so that's what I'm riding. The whole thing is a lot more low-key than it was last year," said

Fredette.

Fero turned in a scorecard showing six points lost which is usually not a bad score. While it earned him high point in the 200cc AA class, it was good for no more than 10th overall.

"Truthfully this should have been a 0 run," Husky rider Terry Cunningham admitted. "There was no reason to drop more than five seconds but I ended just before the first gas which cost me a point and in the last section was momentarily uncertain as to exactly how the trail went so I slowed down enough to read some other riders' numbers and lost another point."

He was beaten by a few seconds at the emergency checks by Can-Am's John Martin, who was second overall and high point Open AA, and his fellow Husky rider Mike Melton. Kawasaki's Fritz Kadlec had the other score of two while the remaining AA riders were clustered right behind.

Only Kawasaki's Drew Smith, who held the early season lead going into this event, might have considered the day a "bummer" after transmission trouble forced him out early.

Riders covered a total of 110 ground miles, with the last 10 proving to be the real point-takers. At this point the trail wound through a grove of poplar saplings. One rider was heard to remark that he felt the layout crew could have considered widening the trail a little more instead of just cutting notches in the trees at handlebar height.

However, in spite of the many tight woods sections that "seemed to go on forever," a large percentage of the over 360 starters turned in scorecards at the finish. Additionally, scores were close within the three separate classes.

Husky rider Mike Keen emerged as the high point man in the A class as he dropped only five points for the day.

Wally Wilson, who is contesting the ISDE Qualifiers on a Husky, made the jump to A class rider by finishing on top in the B class with a loss of 11 points.

Burr Oak Enduro is sponsored by the Midwest National Enduro Riders Association which has been putting on this run for 19 years, 16 of them as a National event. Included in the 135 member group are riders with decades of experience in organizing and laying out of off-road events. Their design was to offer an event that would challenge all levels of riding skills but not necessarily in identical ways.

This year's president is Wendell Hicks, who admits to being "over 39." At that rate he has probably been riding since he was a year old and laying out enduros since he was 12. Between events he spends many hours in the PR work necessary to keep a run of this scale going for so many years in an area where real estate values have skyrocketed in the last decade as metropolitan Chicago creeps south and east. His efforts reap countless benefits in satisfying the demands of local citizens and civic leaders while insuring continuance of a run that is easily accessible to riders from across the upper Midwest.

The club also claims Bill Baird, #2 all-time enduro riding champion as one of the hardest workers. His kind of dedication to the sport goes far beyond the recognition he received when riding and keeps alive the event for his current challengers to enjoy.

One MNERA member was only there in spirit this year. Carl "Ace" Mataya passed away in the last year. He was long-considered the layout engineer of this event and in his memory, the club established a traveling trophy which will be awarded annually to the overall winner of the event.

Scores overall were deceptively low. One reason for this was the fact that a long section of tight woods and swamp in Naked City were replaced by a re-set at the last minute because the ground is still over-saturated in many areas as the Kankakee River remains at near-flood stage. Being able to get on time, however, in no way meant that riders had an easy day.

"It was a beautiful run but I didn't think it was ever going to end," was the way a Wisconsin rider summed up his day. Others bore marks of the tight woods on their fingers and necks. Husky rider Ron Ribolzi thought it would be nice if brush guards would become fashionable again.

With checks positioned to catch riders early as well as late, there were some who found the hot points doing more damage to the scorecard than the late ones. Fredette's only two blemishes came from being a minute early at check seven, while Jack Penton, who had run late at the previous check, tried to make up for it at check 10 and overdid it by two minutes.

Northern Indiana was a new riding experience for several participants. The area around Roselawn is the bottom of Beaver Lake which was drained at the start of the century. As a result the riding surface is sand-based. Some riders were surprised to find how many different ways sand could throw off their control.

In the early miles, boggy sections were common. After the first hundred bikes went through, some of these deteriorated into swamps with the characteristics of quicksand which grabbed the front wheels and pulled them down into foot-deep ruts.

Midway through the run were fast, sand-based trails through thick pine woods. This was some of the most pleasant riding in the enduro and several riders laid back a little and rode with the flow. Near the end of the run, they crossed a section of dunes where a little over-applied throttle at the wrong moment put some of them into a "tail wagging the dog" style of riding. Several spins, near-misses and spectacular saves entertained the spectators at this point and made for good post-ride conversation while the scorekeeping crew was in seclusion four miles from the Roselawn American Legion Post which served as staging area.

With no checks challenged, their job was completed with relative ease. Trophy presentation came before dark and most riders departed tired but satisfied which translates into "success" in any enduro sponsor's handbook.

Results

OVERALL: Jeff Fredette (Suz) 2.

AA CLASS

200cc: John Fero (Suz) 6.

OPEN: John Martin (C-A) 2.

A CLASS

HIGH POINT: Mike Keen (Hus) 5.

125cc: 1. Jay Hall (Hus) 19; 2. Mark Hoslach (Hus) 29; 3. Earnie Holloway (Hus) 33; 4. D.J. Ryan (C-A) 40; 5. Bruce Guilian (Yam) 42.

200cc: 1. Jon Schwartz (Yam) 9; 2. David Pierce (Yam) 12; 3. John Wharem (Kaw) 15; 4. Dave Pucharich (Yam) 16; 5. Ron LaMastus (SWM) 16.

250cc: 1. Rich Scharphorn (Hus) 6; 2. Allen Randt (Hus) 10; 3. Bill Gusse (C-A) 12; 4. Dean Kronenwetter (Hus) 13; 5. John Blythe (Mai) 14.

OPEN: 1. Wayne Beindorf (Hus) 10; 2. Tom Buckles (KTM) 12; 3. J. Ford Sutton (Hus) 12; 4. Craig Hayes (Hus) 12; 5. Ron Maxey (Hus) 19.

SR: 1. Jerry Steward (SWM) 7; 2. Carl Scharphorn (Hus) 18; 3. Ferrell Lord (Kaw) 18; 4. John C. Shafer (Hus) 18; 5. Norman Shekell (Hus) 20.

SUPER SR: 1. Don Barstow (Hus) 41; 2. Ted Schwartz (Hus) 48; 3. Bob Dorris (Kaw); 4. Ted Dell-Sollar (Pen) 94.

B CLASS

HIGH POINT: Wally Wilson (Hus) 11.

125cc: 1. Tom McKinney (Hus) 27; 2. Mike Tucker (Hus) 32; 3. Rick Patterson (KTM) 41; 4. Danny Robbins (KTM) 44; 5. Matthew T. Jameson (KTM) 46.

200cc: 1. Don Kocchi (Hon) 16; 2. Steve Hoffman (Kaw) 18; 3. Steve DeWitt (Yam) 19; 4. Dennis Harlan (Yam) 19; 5. Don W. Gandy (Kaw) 30.

250cc: 1. Terry Green (Yam) 14; 2. Jeff Kirkey (Hus) 19; 3. Rick Steward (Kaw) 21; 4. James A. Gross (Yam) 22; 5. Matt Stanish (KTM) 23.

OPEN: 1. ?; 2. Jerry Frieders (Hus) 22; 3. Tom Pantalon (Hus) 24; 4. George Lawson (Hus) 26; 5. Don VanHooser (Kaw) 28.

PP: Christine Thomas (Suz) 2nd ck.

WE FINALLY FOUND A WAY TO MAKE A VIRAGO LOOK BETTER.

The 1982 Virago 750 has a lot going for it.

Take its sleek, V-twin engine, for example.

Yamaha technology has refined the V-twin into an almost perfect combination of narrowness, efficiency, reliability and power. The kind of relaxed locomotive power that only a classic V-twin can give you.

As even a casual glance at the Virago will tell you, that

engine is far from everything.

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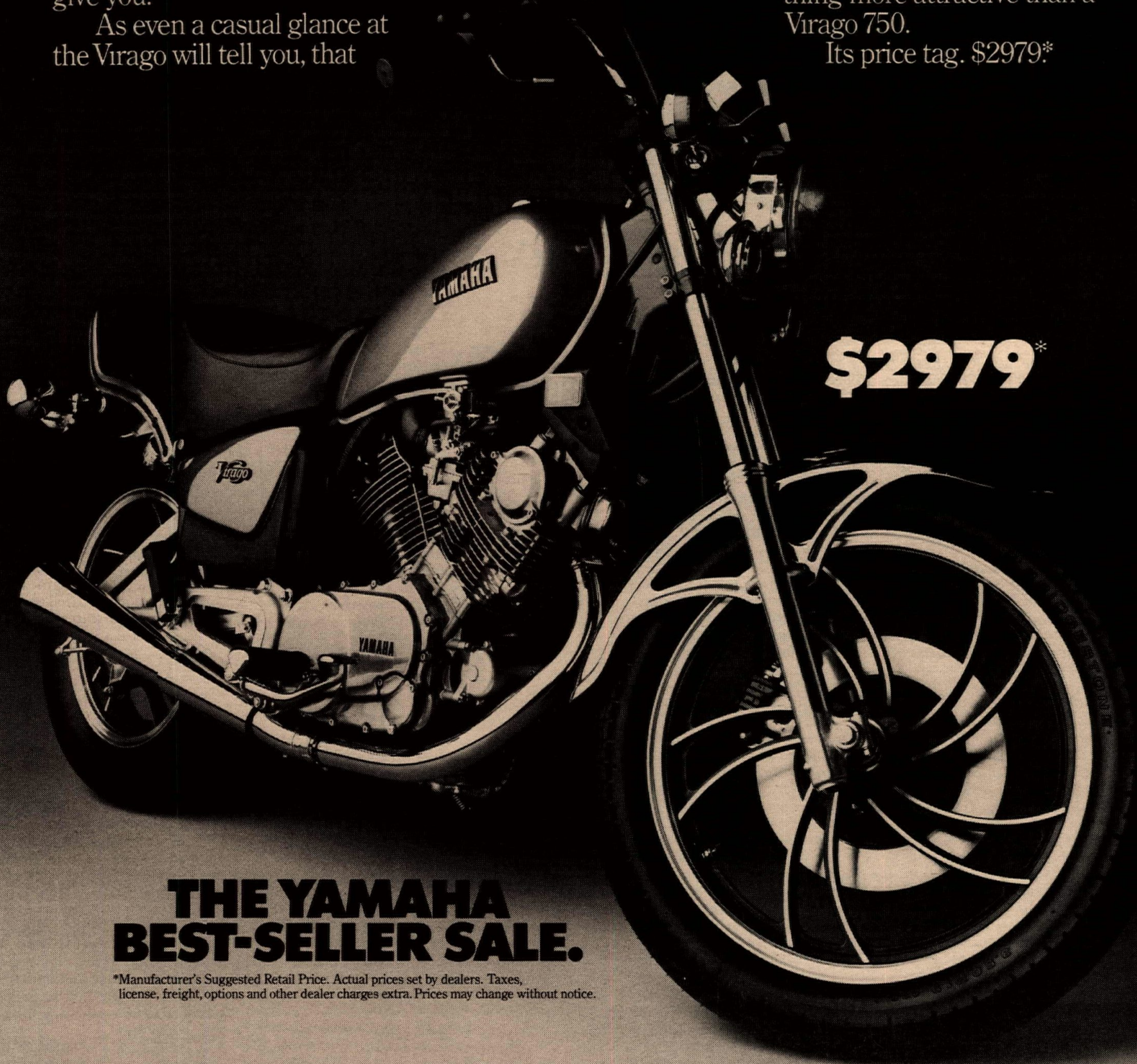
In fact, the Virago 750 has so much going for it, a lot of people have said we shouldn't change a thing.

So, naturally, we changed something.

We lowered the price. (Along with a lot of other prices on a lot of other Yamahas.)

Which means, that for a limited time, there is something more attractive than a Virago 750.

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R.J. Gamble



Daytona 200's youngest competitor

By Gary Van Voorhis
Photo by Jeanie Gamble

R.J. Gamble, Jr., at the age of 16, has fulfilled a dream. On March 7, 1982, just over two months shy of his 17th birthday on May 15, he became the youngest rider to ever participate in the Daytona 200. Although his ride came to an end on the 17th lap of the event, Gamble had established a goal he set for himself one year earlier.

Gamble received his Professional Expert license on his 16th birthday, having been recommended by WERA's president Peter Frank as a rider "of demonstrated ability." He had amassed a solid list of achievements and points in both WERA Superbike and 250cc Lightweight racing during the 1980 season. At AMA's discretion, a rider may obtain a license upon recommendation and verification from a recognized non-AMA sanctioning organization.

A conversation with Gamble is punctuated with "Yes sir," "No sir," and "Thank you." He is polite and poised beyond his years. His racing efforts are mainly characterized as "we" rather than "I" because his family -- mother, Jeanie, father, Bob, and sister, Renea -- play a very big part in everything he does.

"The whole family goes to the races," says his proud mother. "R.J. doesn't run unless Mom and Dad are there. His sister Renea is his biggest fan. Unfortunately she's had to curtail her race going since she began going to college at LSU."

What is R.J. -- which stands for Robert Julian -- like at home? He's a junior at Bethany Christian School and is six feet, one inch tall with brown hair and blue eyes. He weighs in at 165 pounds.

Gamble, when he has spare time, likes to ride his bicycle and unicycle or go skateboarding. He is a wiz at video games. "They're good to play because they develop your reflexes," he says. He goes out on dates once a week and also spends one night each week at a Christian youth rally. The rest of the time is taken up with school work and endless hours spent in the machine shop behind the family's home in Baton Rouge, Louisiana, working on his race bikes.

"Last year his finishing positions in the Superbike series weren't that high," says Mrs. Gamble. "However, we felt that R.J. needed a year of experience of running in the fast lane to temper him. We didn't want him to have the fastest machinery. He learned to be smooth and a lot more."

Is R.J. Gamble just another up and coming racer or does he have that certain spark and dedication that will earn him a factory contract in years to come? Only time will tell. However, if faith, dedication to the sport and the will to succeed count, then you will be hearing more about him.

How does it feel to be the youngest rider to have ridden in the Daytona 200?

It feels great. I was afraid we weren't going to make it. We had a lot of engine trouble. We were blowing motors left and right like a lot of other people. Not only that, but I was eighth alternate and that really had

me down. We knew they would take five alternates as of Saturday night. On Sunday morning the AMA called my motel and told my dad we were racing. We headed out to the track and took a stock street motor out of my friend's -- Marvin West -- Kawasaki and had to rush to get it together in time. It was a pretty hectic morn-

ing and I didn't really have time to think about the circumstances.

In 1981 we went to Daytona to watch because I was only 15 and couldn't get a license. I knew I was going to get my full pro license the day I turned 16, so I wasn't too disappointed. One of my friends was 17 and he thought he was going to make the field for the 200, but he didn't. I had planned, even before that, that I wanted to be the youngest rider to compete in the 200.

At the beginning of this year I sent my license application to the FIM. They sent back the application -- for a one year license -- stamped "too young." However, they did grant me a one time license to compete at Daytona. So, in the end we achieved our goal.

Were you disappointed that your ride lasted only 16 laps?

Yes, quite a bit. The stock motor was running really good and keeping up a decent pace -- for a stock motor. On lap 17 I was going down the backstretch when the countershaft sprocket backed off. That was it for me. I believe if I could've run one of our good engines I would have finished fairly well.

Being issued a full Expert professional license at the age of 16 is a testimony to your racing talent. When did you begin racing?

I started racing at the age of five. My dad was racing motocross at the time so I just started in motocross and then I switched to dirt track when I was about nine. I didn't begin road racing until I was 13, so I've only been road racing for about three years.

I think having raced motocross and dirt track before turning to road racing has helped me a lot. In motocross you learn how to brake for corners while dirt track taught me how to slide the bike through corners. I believe anyone who has a back-

ground in dirt riding, like Kenny Roberts, Eddie Lawson and Freddie Spencer, makes a better road racer.

How do you balance your education with your racing program?

It's tough. However, the private school I go to -- Bethany Christian School -- allows the student to progress at his or her own pace. What I do before a big race where I will be away from my studies for a period of time, is to work ahead so that when I return I'm not really behind. Sometimes, I'll have to do two or even three weeks worth of work ahead just to be able to go to an event -- like the Seattle (Washington) Superbike round last year. It's hard, but it's been worth it. I've been very fortunate in that the teachers and administrators understand my situation and allow me a bit of leeway. Even though I do take the time off, I've managed to keep up a straight B average.

How do your classmates react to having a well-traveled sports figure in class?

They don't treat me any differently than anyone else. Oh, when I come back from a race they may ask me about what it was like and where I've been, but that's about it. They all think it's pretty neat that I've been able to do it.

Why did you choose racing and not some other sport like baseball or basketball?

I guess it goes back to starting racing at the age of five. I like anything with wheels. You could say if it has anything to do with wheels then I can do it. Other sports, like baseball or basketball don't come natural to me although I enjoy them. However, nothing compares with motorcycle racing and the sense of achievement you get from doing good. I've had some bad times and have suffered through three broken legs, a broken collarbone, broken ribs, a broken thumb and a good bit of high-speed induced asphalt rash. I still think it's all been worth it.

Have you had any contact or encouragement from Freddie Spencer?

We used to race each other at short track some years ago. Freddie always won. I was usually second or third and I felt that was pretty good since Freddie was a tremendous rider. I set a goal for myself to chase Freddie until I beat him. I never did. He's my idol. To tell the truth, I believe he is an example of what every road racer should strive to be. I believe that on equal machinery Freddie can't be beaten on a road race track -- and that isn't just because he's from the great state of Louisiana.

Have you set any goals for this season?

I have at least two things I would like to accomplish. First, I'll be riding 750cc machinery in Superbike events and want to do as well as I can so that when the rules change next year we'll be more than ready. In addition, we're getting two Honda V-45 Sabres to work on for next year as a base for a Formula One bike. I would like to get a ride on a (Yamaha) TZ750 Formula One bike this year if possible. I haven't ridden one, but I have done a good bit of racing on a 250. I would also like to ride a four-stroke Formula One bike because that's the way we'll be going next year.

Have you set any long range goals?

I guess the goal of all road racers should be to go to Europe and win a World Championship, I'm no exception. First, though, I'd like to win the Superbike Championship or at least a couple of races.

I do feel I have a long future ahead of me, being as young as I am. I do have my goals set and I'm not out there racing for the fun of it. I take my racing seriously and I want to win. That's the only reason to be racing.

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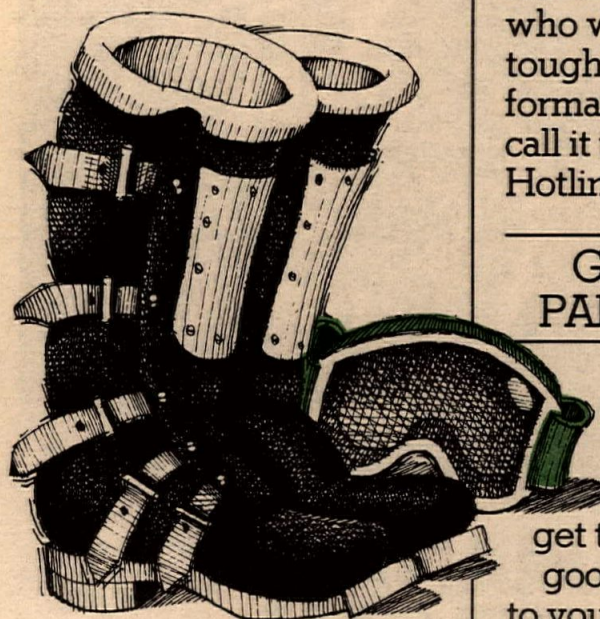
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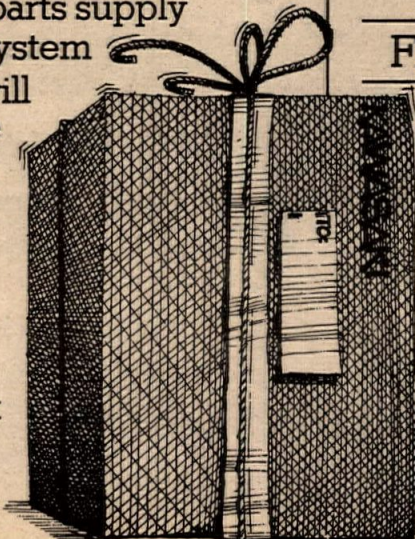
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Dozens of top ranked riders across the country compete on motorcycles supplied by Team Green. Others enjoy substantial discounts on new KX and KDXs. This way you can work at riding

your bike, instead of working to pay for it.

Does all this mean that Team Green really builds champions? Just look at this year's results from the world's biggest indoor motocross, the Grand National Championship Houston Amateur Supercross in the Astrodome. Kawasaki accounted for 16.4% of the entries, but walked away with 42.9% of the wins — more than the next two brands combined! All those Team Green champions, recruited and supported through local dealers, were part of 1200 riders who battled for 15½ hours against tough competition from all over America.

You, too, can be a winner on Kawasaki KX or KDX racers. Anyone can join Team Green and use the van facilities, hotline and parts service. Anyone can go for the full Team Green support by racing hard and piling up points at local tracks. The first step is to visit your Kawasaki dealer. Do it today, and let Team Green help you build a champion.

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Winner Scott Pearson leads Steve Eklund (8) and the pack in the Expert TT.

Pearson wins fourth straight Boise Regional TT as Hondas dominate

By Marty Gregory

BOISE, ID, APR. 23-25

Honda's Scott Pearson won the Owyhee Motorcycle Club's 28th Annual Northwest Regional TT by outlasting Yamaha-mounted Steve Eklund in the 20-lap main.

The victory was Pearson's fourth in as many years and marked a "milestone in machinery" for the famous Boise race.

This was the first year the TT has been won by a 500cc machine. Pearson, riding under a brand new American Honda contract, powered his XR500-engined bike into the record books with an impressive ride. American Honda-supported riders also took home the cash in the Novice and Junior races with Doug Chandler coping both the Trophy Dash and main for the Novices, and Randy Green doing a similar number on the Juniors.

The weather, always a factor in the latter days of April in Idaho, cooperated beautifully for the Friday night Sportsman TT and the motocross on Saturday. TT Sunday turned out to be a nice enough day except for the wind which created an additional obstacle the riders had to overcome up (that's right, up!) the straightaway at Boise.

The uphill straight, the wind and the loose track conditions all seemed to conspire against anyone on a smaller bike, but Pearson prevailed against the odds. The track surface had a cushion of about two inches of loose soil which may have helped the men on the smaller bikes and tired out those on larger machines. Holes and ruts which developed in the corners also gave those on less-than-

agile bikes something else to worry about. A group of quality riders were on hand, however, and there were very few crashes throughout the day.

Eklund pulled fast time of the day and sat on the pole for the Expert Trophy Dash which he won handily over Yamaha rider Jeff Campbell and Don Dodge on a Triumph.

In the main, Pearson copped the holeshot only to get zapped by Eklund coming out of the first corner after one lap. Eklund looked strong and began to pull away from Pearson for the first half of the race. Then, at the midway point, Pearson closed the gap, and when Eklund's tire found a patch of looser stuff, snuck by to take the lead.

Steve got on the gas hard, and he and Pearson put on a tremendous show while gradually pulling away from the rest of the pack. Toward the end, it appeared Eklund tired as Pearson stretched out his advantage by a couple of seconds and held it to the checkers.

Meanwhile back in the pack, Ron Yamamoto on a 490 Yamaha motocrosser was more than busy trying to keep the XR Harley of Frank Word III at bay. Yamamoto looked like a mad dog in a meat locker as he tenaciously carved his way around the track to the delight of the spectators. Word simply overpowered the two-stroke, however, and left Yamamoto to worry about Triumph-mounted Brad Hurst, who holds the lap record at Boise. At the flag, third belonged to



Warren "Pud" Hickman won both 250 and Open Pro in Saturday's MX.

Word with Yamamoto barely holding off Hurst for fourth. Ron's ride gave some credibility to the modern two-stroke as potent TT artillery and, like Pearson's win on the 500cc single, was something of a record for Boise.

The Novice races were highly competitive with some (as always) very, very eager young men. Doug Chandler had one of, if not the, fastest bikes on the track amongst the 15-inchers. His Honda water-pumper would consistently pull most any other scooter it encountered toward the end of the straightaway. 'Course, Chandler was also riding it into corners longer and getting on the gas coming out sooner. It's doubtful he'll be a Novice much longer.

Chandler also took his Trophy Dash over Dan Bennett on a Honda and Vince Gildner. Gildner, Bennett and Chandler were winners in their heat races, too. Local Novice hopes rode with Montesa-mounted Kelly Perkins, Denny Lee and Rick Henson on Yamahas. Perkins ended up sixth, Henson was seventh, and Lee was 10th in the main.

The Junior class was dominated by Randy Green who swept the Trophy Dash, his heat race and the main. Green, like Pearson, used XR500 equipment to do it to 'em. Pete Hames on a Yamaha and C. Barry Pelkey on a Can-Am chased Green home in the final. Honda-mounted Paul Iwanaga took second in the Trophy Dash and was fourth in the main. Local hopeful Jerry Moore put on the best show of any of the OMC riders with a fifth place.

The boys got a chance at the track under the lights for the Friday night Sportsman TT. Brad Hurst nailed the 250cc Expert main with a win over Honda's Mickey Fay. Junior Randy Green ran third in that one on his Honda.

The Open Expert race on Friday night saw Hurst run second to Mike Sullivan with Ron Yamamoto in third. Local fast guys Darrell Murphy and Pete Keller were 1-2 in the 125cc event on their Hondas.

Saturday was bright and hot, a fine day for a motocross. The usual glut of Beginners mandated the running of three groups in the 1-2-5s and two groups in the 250s. There were so many Bs and Intermediates, the Expert races were about two hours late in getting underway. However, with females catching rays in string bikinis on every front...who cared?

Conflicting events on the Pro schedule kept folks like Bob Hannah

(late of Sun Valley) away and left the local boys with a chance to "show 'em how it's done in Boise."

Warren "Pud" Hickman demonstrated his stamina by taking both the 250 and Open overall wins on his Yamahas. Hickman worked a 2-3 moto record for the win in the 250s and won the Open with a rather convincing 1-1. Yamaha support rider Jim Anderson from Longview, WA, won the first 250cc moto but was involved in a horrendous first corner pile-up in the second. Suzuki pilot Mark Olberding got by Warren's Suzuki-mounted brother Ed Hickman to win 250cc moto number two.

Jim Anderson got another chance in the 125cc Expert race. There was no one named Hickman in that one, but there was Boise's Derrick Personette. Riding for High Country Suzuki, Personette seemed on the very edge of disaster during his mad dashes down the 400+ foot "sand hill." The second 125cc moto (the last race of the day) saw Anderson pull off the holeshot only to be passed by Personette on the first trip down the hill. Anderson hung close for the rest of the race but could not quite get by Derrick's Suzuki.

Saturday's motocross was wound down by 7:00 p.m. Beer, if you can imagine, was being consumed, and reluctant girlfriends were being recruited for a wet T-shirt contest. Folks were just starting to get ready for the big TT the next day.

As noted, Sunday's TT race was not blessed with perfect weather as were the Friday and Saturday races. Long faces in the pits told a few stories. Lew Alter, Jr. sat behind his XR750 H-D and looked glum. Lew, Boise's only Expert entry, was experiencing motor difficulties, and he didn't expect to do too well. He didn't make the transfer.

Sonny Burres who, like Pearson, had won this event three times in years past, was busily trying to clean up his chain after an encounter with a grader-produced berm during his heat race. Sonny has been coming to Boise for as long as most of us can remember, and if there's a Most Popular Rider award, he gets my vote. He made the main this year after coming back in the semi. Burres led his heat race briefly until losing his line (and several places during the aforementioned trek into the soft stuff).

Burres battled with Honda rider Arney Wick (winner of the first two indoor short track races at Caldwell earlier this year) and showed Mr. Wick a few TT tricks that a decade-

THE LATEST POOP

BY PAPA WEALEY

Franco Uncini (Suz) won the Sunday, May 2, Austrian GP's 500cc race that ended in rain. Barry Sheene (Yam) was second with Kenny Roberts and the new Yamaha V-4 third. Freddie Spencer was running second, but DNF when his Honda-3 expired. Randy Mamola (Suz) suffered an injured foot in practice and was last off the line. Mamola finished seventh. Defending World Champion Marco Lucchinelli (Hon) tried to pass leader Uncini on the next to last lap, only to run off the track and crash. He reportedly suffered broken bones in his foot, but is expected to compete in next weekend's French GP, the third round of the World Championship Road Race Series. Point standings now show Roberts with 25, Sheene 24, and Uncini 23. Eric Saul (Che) edged Anton Mang (Kaw) in the 350cc GP, while Angel Nieto (Gir) won the 125cc GP. Rolf Biland and Kurt Waltisberg (LCR) won the Sidecar race.

Suzuki's Andre Vromans won both motos of the May 2 500cc MXGP in Holland. Second overall went to Eddy Sterckx (Mai) via his 3-3 finish, and Jaak Van Velthoven (KTM) was third overall with a 4-4. Suzuki's Brad Lackey posted a 7-2 performance, while fellow American Gary Semics turned in a 6-9. Semics got the holeshot in the first moto and led half the race. Defending World Champ Andre Malherbe (Hon) crashed Saturday and separated his shoulder, and although he rode both motos on Sunday, he crashed out of each. Vromans now leads the point standings with 43, followed by Lackey (33) and Malherbe (30).

Eric Geboers (Suz) used a 1-1 score to top the Italian 125cc MX GP on May 2. Michele Rinaldi (Gil) ran 2-2 for second overall followed by Corrado Maddii (Gil) with a 3-3. Marc Velkeners had a 7-DNF day, but retained the points lead with 83 over Geboers with 73 and Rinaldi with 69.

Terry Vance (Suz) won both Pro Stock and Top Fuel at the May 1-2 NMRA Southeastern National Drags at Florida's Gainesville Raceway. Vance topped Mike Keyte (Kaw) for his Pro Stock win while Frog Thacker (Kaw) red-lighted away his chances in the Top Fuel final. Craig Burns (Kaw) topped Bo O'Brochta (Kaw) in Funny Bike while Rick Stetson (Suz) won over Jeff Reel (Suz) in Pro Comp. Jeff Yeager (Yam) took the Super Modified win over Joe Konig (Kaw).

Husqvarna's Kris Bigelow went home from the Pontiac Supercross with an injured ankle and was a no-show at the St. Petersburg National MX. Bigelow hopes to make the Kansas City Supercross on May 8.

St. Petersburg 125cc National winner Johnny O'Mara felt he deserved a reward for his recent top finishes. He bought a \$250,000 house in Simi Valley, CA for a retreat during the off season.

Supercross points leader Donnie Hansen is into contract negotiations with Honda for '83. Hansen's new salary should hit the six figure mark this time around.

Kawasaki factory MXer Tom Benolkin suffered a rupture near his liver during the second 250cc National moto at St. Petersburg. Benolkin underwent emergency surgery right after the races on May 2, and is in stable condition as of presstime. He plans to return home shortly, so drop him a line at 7781 Groveland Road, Minneapolis, MN 55432.

Yamaha's Jimmy Filice practiced at the San Jose Mile, but that was as far as he got. "He sucked an exhaust valve," explained Yamaha Racing Manager Ken Clark. "He ran two practice sessions and was doing very well, running 37s and riding with Randy Goss, although he was a little down on power there, but not bad. That's the first motor we've exploded in 14 months of racing."

Husky's Mike Melton picked up the win at the Rattlesnake National Enduro at Crescent City, CA, May 2, losing one second. Jack Penton (Kaw) and Mark Hyde (Hus) also lost but a single second, but they picked it up at the second tie-breaker check, whereas Melton lost his second at the first tie-breaker. Terry Cunningham (Hus) was fourth with four seconds lost, and Drew Smith (Kaw) lost 12 for fifth. The original course was under five feet of snow, so the alternate, and easier course was used. Coverage next week.

HosPITal STOP: Maryland's Willie Crabbe remains hospitalized in critical condition following his crash at the May 2 San Jose Mile. According to reports from friends, Crabbe is in a coma, but started breathing on his own after being brought to the hospital. He is in San Jose Hospital, 675 E. Santa Clara St., San Jose, CA 95112. The phone number is 408/998-3212.

ABC's Wide World of Sports was at San Jose to tape the races, and the telecast will air Saturday, May 8. Check local listings for time and channel.

John Silberbaur of Grand Prix Plastics and Jim Filice, Sr. are raising funds to help defray the medical expenses of Willie Crabbe, who was injured critically at San Jose. In the night after the race they raised \$400 to help get Willie's family out to San Jose. If you'd like to contribute contact Silberbaur at 408/226-3083, or Filice at 209/537-2826.

Craig Vetter announced that his annual High Mileage contest will take place this year on July 10, with a ride up the coast of California to coincide with the Laguna Seca road races. We'll have more details on that in next week's issue.

Honda, which fielded a four-man team at the Sacramento Mile, had only Mike Kidd and Scott Pearson riding the NS750s at San Jose. "That's the way it's going to be until we have them competitive," said Pearson, adding, "We don't have the manpower to keep all those wheels running and make them fast at the same time. Mike and I have the most experience on the miles and half miles."

U.S. Suzuki announced last week that Young and Rubicam-Los Angeles is their new advertising agency. Y&R has been involved in working with Suzuki on a business development and advertising project over the last several months. The new appointment covers responsibility for advertising collateral and assignments in sales promotion. The appointment officially began Apr. 15.

Those enduro riders planning to post-enter at the D-36 Little Polecat Enduro on June 13 should not follow the directions to the event that are on the flier. The Little Polecat Enduro, also part of the Golden State Championship Enduro Series, has been moved from Long Barn to Deer Creek, CA (near Twain Harte). The event hosts, The Merced Dirt Riders, had to move the enduro because of deer fawning and land use problems at the Long Barn area. Although the enduro name is new, the club wants everyone to know that the club is not. The Merced Dirt Riders are the same club that has hosted the Clearcreek Enduro for years. The Merced Dirt Riders have moved their enduro north, to the site of the old Winter Enduro, to reduce the traveling distance of the majority of northern California enduro riders.

The Hilltoppers MC. will be hosting a grand prix with a 37-mile loop through the Mexican countryside and the streets of Rosarito Beach. The date of the event is May 16, and for a \$22 entry plus \$6 in insurance, you can have an enjoyable ride in Baja — less than 30 miles from the border. For more information, check our Calendar section or call 213/428-4971.

Northern California road racers Kurt Bickel and Joe Montoya will be contesting the May 16 Budweiser 500km endurance road race with a novel machines. Assembled by Bickel, it features a Harry Lillie-prepped 500cc Can-Am four-stroke single, Knight chassis and Kosman wheels. Right now Bickel says he could use some help in the form of sponsorship, and he can be contacted at 415/992-6947.

The folks in Vegas will put on an ISDE support race called the Superbikers of Las Vegas June 6 at the Las Vegas Speedrome. All proceeds

from the race will go to sending American riders to Six Days, held this year in Czechoslovakia. A little bit of everything — including pavement, motocross and desert — is promised for racers. For more info, call 702/382-0111.

Clarks Branch in Roseburg, OR, hosted the Yamaha Perpetual Gold Cup MX Series May 2. Jim Anderson (Yam) came out the big winner for the day by topping the 125 and 250cc Pro classes. Warren Hickman (Yam) was the overall winner in the Open Pro race. Coverage next week.

Promoter Cliff Carr called to say that both AMA District 37 and 38 points will be offered at the May 16 amateur TT and motocross at Carlsbad Raceway.

Ladies Day at the California Superbike School is being planned for Saturday, June 5 at Willow Springs Raceway. Racer Christine Bauer has a special program planned for the girls who are tired of just watching. For more details, call 213/484-9323.

The Los Angeles County Department of Parks and Recreation's Baldwin Hills OHV Park has been included in the '82-'83 state OHV Fund grants budget recommendation. The project calls for a 17¼-acre site in the city of Baldwin Hills, bordered by the 10 and 605 freeways. The county has negotiated with the land owner, received various permits, and has begun the environmental documentation process. State OHV funds in the amount of \$876,272 have been committed and the county is prepared to finalize the plans and begin design and development. The plans call for the park to handle motorcycles up to 250cc, and development may include skill level tracks, fencing, pit areas, parking, access, control tower, picnic area, concession building, and restrooms. Now the Parks and Recreation folks are trying to get in touch with interested clubs concerning nominations of representatives who would be active members of a 10-12 person advisory group. This group would work with the Parks and Recreation department to fine-tune the plan. Interested clubs should contact Jim Park or Chris Beale at the County of Los Angeles Parks and Recreation Department, 155 West Washington Blvd., Los Angeles, CA 90015.

The "grand daddy" of Supercross, Mike Goodwin's annual bash at the Los Angeles Coliseum, is set for July 17. It will be sponsored by Miller Beer, but it could be the end of an era. Following the '82 event, the Coliseum's playing surface will be renovated for the '84 Olympics, and that could keep Supercross out of the Coliseum forever.

Speaking of Supercross, Stadium Motosports announced that the season-ender at San Diego's Jack Murphy Stadium is on for Saturday night, Nov. 6. It will also be sponsored by Miller.

Those trekking to Kansas City for the May 8 Supercross, especially Yamaha fans, might want to make it over to Yamaha South in Belton, MO, on Friday night, May 7. From 6:30 p.m. to 7:30, Yamaha teamsters Mike Bell, Broc Glover, Scott Burnworth and Rick Johnson will be there to sign autographs, distribute stickies and meet with Supercross fans. The address of Yamaha South is 1340 N. Scott.



(Above) Bruce Penhall shouts out a last-minute set of instructions for the speedway plebes. (Below) "Third Division, here I come!" (Bottom) After taking Junie Briggs for a short hop, Penhall got the Aspencade sideways.



Gettin' sideways — under the watchful eye of a World Champ

By Mark Kariya

For those who have to endure the rat race that is southern California, there's nothing quite like heading to the Orange County Fairgrounds in Costa Mesa after work Friday and taking in the speedway races. It's not like a motocross or TT

or road race or anything. It's ...different.

For one thing, the crowd seems looser than your typical race-type spectators. They're more akin to Beach Boys concert-goers, and though they might not know, or care, about the difference between a Jawa and a jaw-breaker, they root, cheer and jeer for the races like the crowd at the Olympic Auditorium gathered for a roller derby match.

Then, of course, there are the bikes and racers themselves. You've probably seen pictures of them elsewhere in this paper, and you know the bikes are spindly looking objects with big methanol-powered thumper engines, no brakes, and they are always sideways.

From your viewpoint in the stands, speedway looks like it would be a kick. Watching Bruce Penhall come from the 60-yard line in a Handicap heat and ride around the *outside* of other First Division riders sets you thinking to yourself, "Man, that was great!"

After that, the Third Division riders, the Novices of Class A racing, take to the track...many of them literally. Third Division often looks like a diving and tumbling class. "Shoot, I could beat *those* squids!"

Don't bet on it.

At a recent press conference to publicize the 1982 World Speedway Championship August 28 at the Los Angeles Memorial Coliseum, members of the motorcycle press were invited to don their leathers and take a spin on a speedway bike. Penhall would be there to coach and observe; besides, there was a free lunch. We couldn't resist.

Everything you've probably heard about a speedway bike is true. They don't feel anything like a regular motorcycle, that's for sure. The seat is small and spartan, much like a 10-speed bicycle seat, and is located low and to the rear of the bike. When seated, the strangely shaped handlebars force your arms to extend almost straight out from shoulder level. The right footpeg is solid steel bar only a couple inches from the ground and is positioned well rearward. The left peg is a rubber-covered nub near the front engine mount. It feels as weird as it sounds.

Forget about trying to grip the fuel tank with your knees; it is only a couple inches wide and hidden beneath the top frame backbone. What you see mostly in a glance downward is the 500cc four-stroke motor which looks like a throwback to the '40s when there were no such now-commonly available things as overhead cams, counter-balancers or fuel injection. There's not even a kick starter on these things!

"Keep your right leg rigid. Stand through the corners and use your left leg like an outrigger for balance," exhorted Penhall.

With the clutch lever in, Penhall's assistant Spike rolled the bike back to take the piston just past the compression stroke. "When I say go, let the clutch out and turn the gas on slowly," he advised.

After a short push, the engine caught and the familiar "brummbah" echoed off the retaining walls and empty grandstands. A couple of slow, tentative laps confirmed the rumors: A speedway bike feels nothing like a regular motorcycle.

The combination of steep rake, standing position and inside of the right thigh pressing against the frame was indeed a strange feeling entering corners. Despite engine braking, the lack of binders meant going into each corner too fast, timidly turning on the throttle to induce a small slide and watching the wall leap towards me.

Penhall motioned for me to stop and said, "Look at the inside of the



(Top) Penhall studies Steve Kimball treading into turn one. (Above) He exhorts Paul Clipper with the helpful but terrifying tip — "Gassit!"

turn. I think you're looking at the wall, and it's making you go there."

The next laps were better. Speeds were up — I think — for better or worse. It was a little frustrating. One corner would feel pretty good then I'd blow the other. I was getting a taste for it, though, and I liked it.

When the time came for me to stop, I realized more fully that riding a speedway bike properly and at speed is *work*. My laps at attempted speed worked up a good sweat, and my right leg was stiff and cramped from doing what amounted to an isometric exercise with it for about 10 long laps.

I wanted to do it again, though; I *had* to.

Four of my peers — *Cycle World's* Peter Egan, Allan Girdler and Steve Kimball and *Dirt Bike's* Paul Clipper — took their turns, each displaying varying amounts of daring and aptitude for this animal. Good motorcycle riders don't necessarily make good speedway riders.

I hopped aboard the old two-valve Jawa for the final ride of the day, determined to wick it up a bit more and put into practice what Penhall had offered. Things did go smoother and faster; I may have even gotten up to Third Division speed. It was still difficult to enter a corner at "speed" and force myself to gas it to slide and slow down, but I could occasionally

put together a whole lap around the 10th-mile track without making too many mistakes.

The nirvana ended very abruptly going into turn three. One moment I was heading down the back straight, the next I was tumbling head over heels on the ground. It happened so quickly, I'm uncertain what caused it. Due to frame geometry, a speedway bike does things in the blink of an eye, leaving the novice no time to react.

With that brief introduction, speedway racers gained a deeper, heightened respect in my eyes. These things were hard enough to ride on a slick, dry track. It'd be even more difficult to take them out on a damp, race-prepped track with a deep cushion. Even my rides left me with sore muscles for a couple days from the stretching and acrobatics needed in turns.

Speedway racers aren't wimps. They're as skilled at what they do as any pro motocrosser or road racer, but the skills they do possess are so different from those needed in other facets of the sport, that rarely can someone ride a speedway bike and any other type well. The next time you laugh at a group of Third Division riders falling over each other in the first turn, don't think you could get right on one of their bikes and whip 'em.

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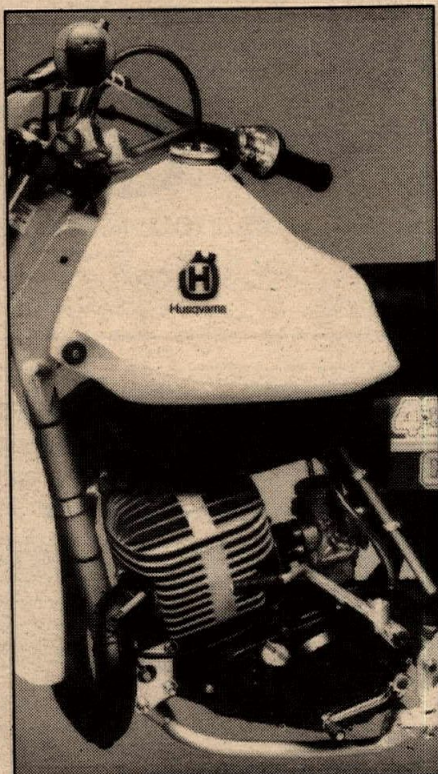


The Moto-X Fox GP Jersey features European styling and is made of satin/cotton stretch fabric with expandable trim. The jersey matches the SuperFox RacePants. For more info see your local dealer or write Moto-X Fox at Dept. CN, 520 McGlinchey Lane, Campbell, CA 95008.

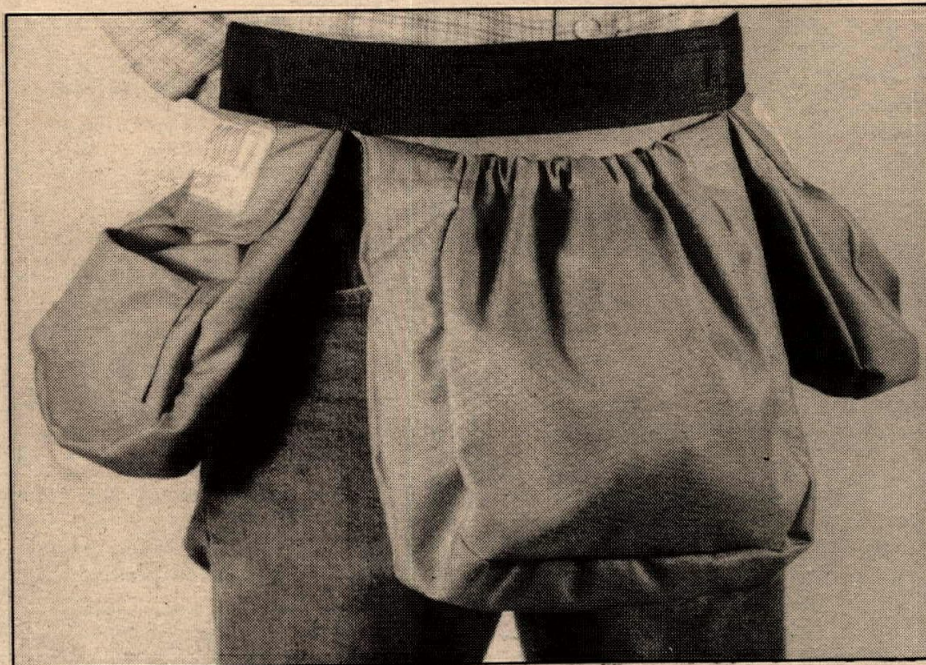


The Maxi-X 4-into-1 exhaust system provides more cornering and ground clearance, plus a broader powerband. When used with CV carbs, installation of the pipe requires no re-jetting. The pipe is available for most four-

cylinder Japanese bikes and costs \$249.95. The pipe comes in chrome or black finish. If your dealer doesn't carry the Maxi-Products line have him write them at Dept. CN, 9271 Archibald Ave., Rancho Cucamonga, CA 91730.



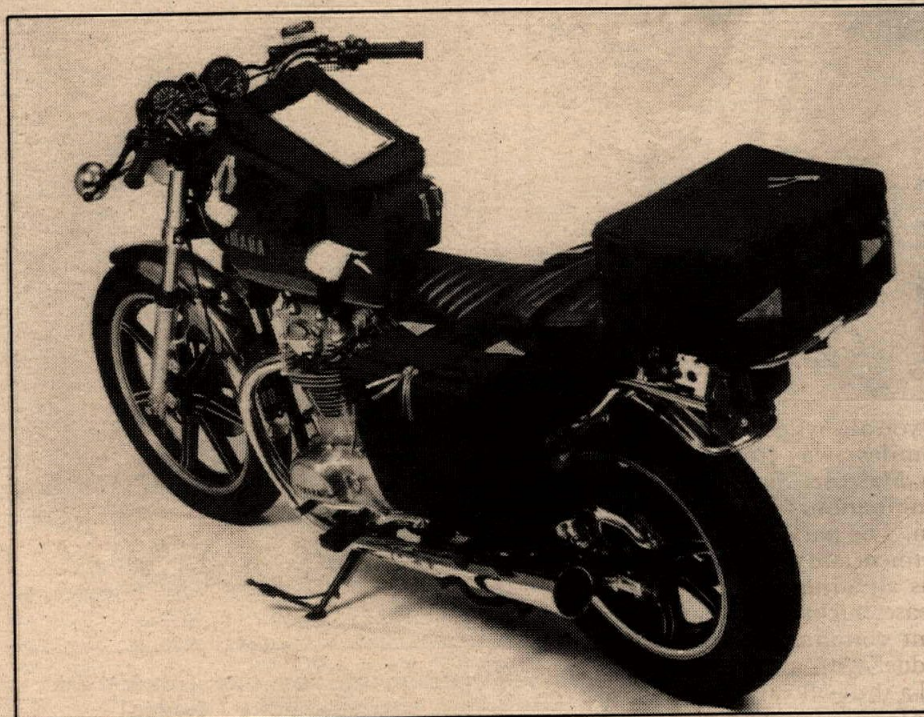
You can get really lonely if you run out of gas while in the middle of nowhere. The Malcolm Smith plastic gas tank has a four gallon capacity that should let you really go the distance. There are tanks for 1981-82 Husqvarna 250 and 430 models in red, white, blue and black. In addition, there are models for the 1981 Honda 450 (red), 1982 Honda (red), 1981 Maico 490 (red), 1982 Suzuki 465 (yellow) and the 1982 KTM 495 (white). The tank sells for \$69.95 at Malcolm Smith Racing Products dealers.



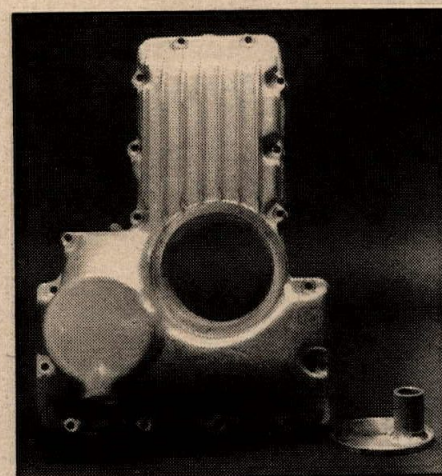
The Hi-Point Pit Pouch allows the mechanic to freely move around and yet have his tools right along for any emergency. The Pit Pouch is made of tough Cordura with a strong nylon belt and three bloused pouches that will hold all trackside tools and necessities. It even has a small pocket for chalk or a marker. The Pit Pouch comes in red or blue. See your Hi-Point dealer.



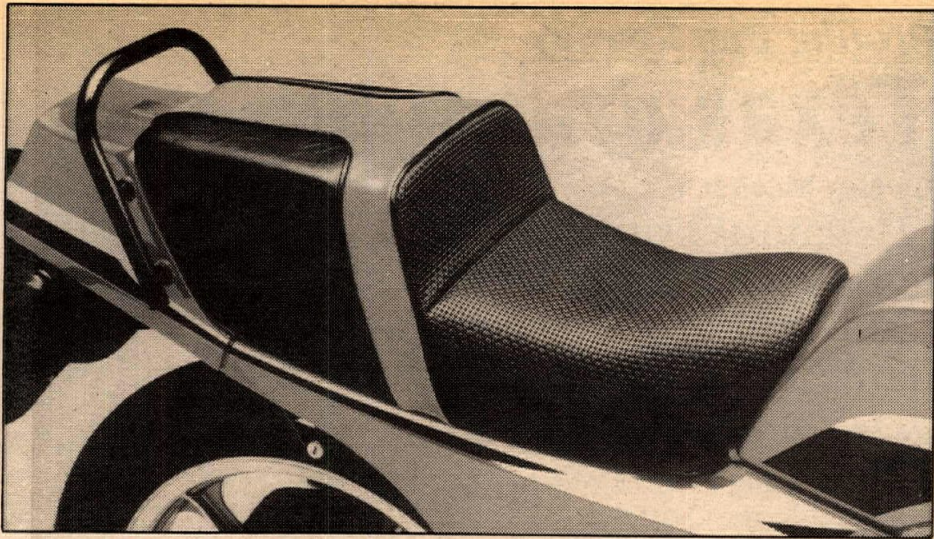
Well dressed Kawasaki riders wear Kawasaki windbreakers. The nylon jackets have Kawasaki embroidered on the left sleeve and feature raglan sleeves, quilted racing collar, front slash pockets and an elastic waistband. The \$29.95 jacket comes in black/gold, silver/navy and blue/silver combinations. See your Kawasaki dealer.



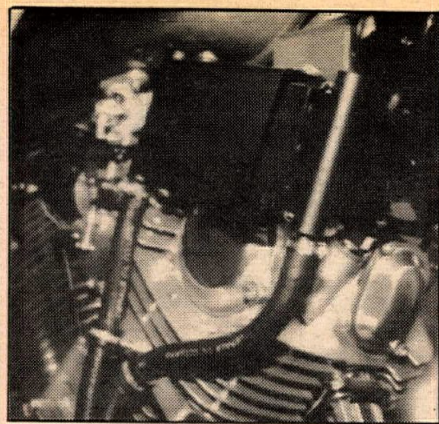
The GSM soft luggage line consists of the Side Bag Set (\$119.95), Tank Bag (\$74.95), Travel Trunk (\$62.95) and Side Pouch Set (\$37.91). All are made of water-resistant material and utilize wide nylon straps which are double-sewn at stress points. The Side Bag Set pouches are designed to attach to either the Tank Bag or Travel Trunk by way of a security strap and hook and loop closure fastener. GSM soft luggage is available at most dealers or you can contact them at Dept. CN, 13026 Raymer St., North Hollywood, CA 91605.



Oil starvation in the engine's top end can be a problem if you have a high performance street bike or a turbo. If you own a Kawasaki 1000 or 1100 (1973-82), Orient Express has the answer to your problem. Their deep sump oil pan is cast aluminum. No internal modifications are needed for installation. For more info contact Orient Express Motorcycles, Inc., Dept. CN, 399 West Sunrise Highway, Freeport, NY 11520.



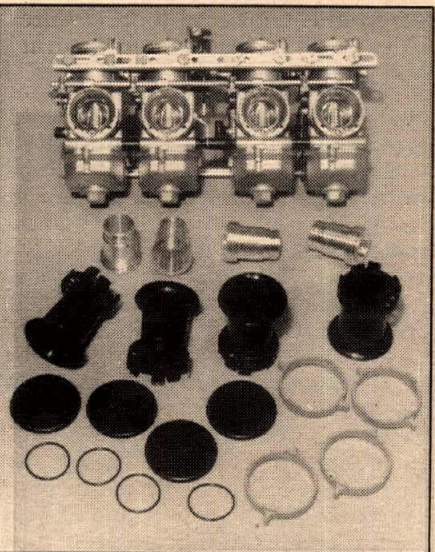
Want to make your Kawasaki GPz550 a little different? Try a Cafe Saddle. The saddle offers lower seat height with European styling for a more tucked in riding position. The saddle is covered with black vinyl accented with red inserts. The price is \$110 at your Kawasaki dealer.



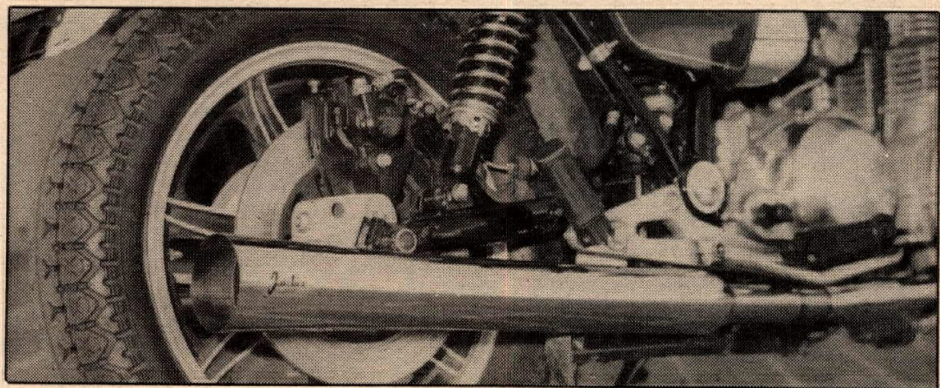
Deraile Oil Coolers is now offering an oil cooler kit for the 1981/1982 Yamaha Virago XV750 and XV920 (Deraile part number Y-10T) that mounts on the side of the motorcycle. This oil cooler kit comes with an air scoop that directs the flowing air through the oil cooler. The cooler



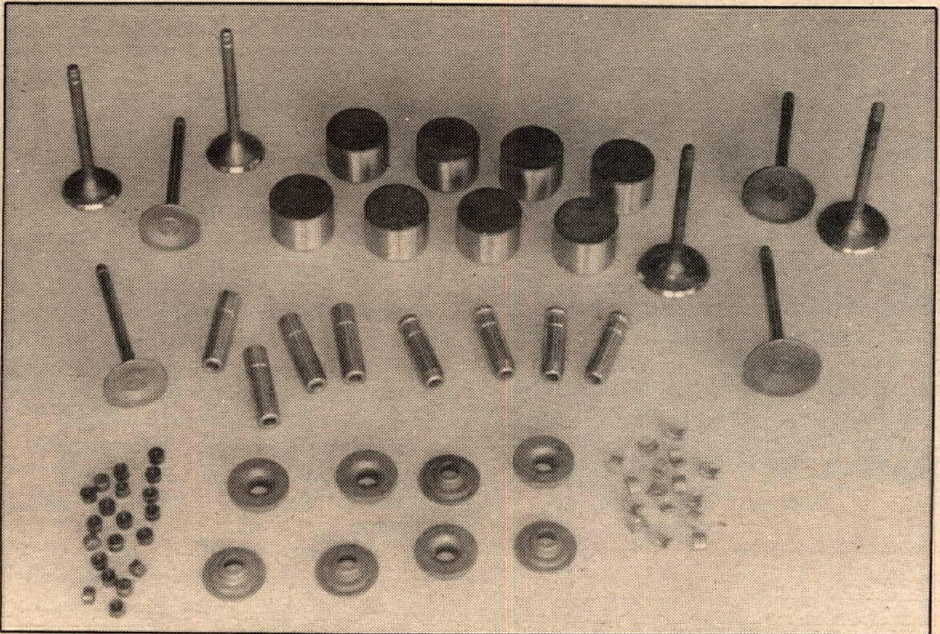
Do you always get thirsty when you're 20 miles away from your rest area? Try Malcolm Smith's Fann-Teen, a combination fanny pack and canteen. The pack has a large rear compartment and two smaller side pockets plus an adjustable belt with quick-release buckle. The large compartment contains a two quart plastic bladder with a handy drinking tube and a shut-off valve. The Fann-Teen sells for \$35.90 and comes in red, blue or yellow. See your favorite Malcolm Smith Racing Products dealer for more info.



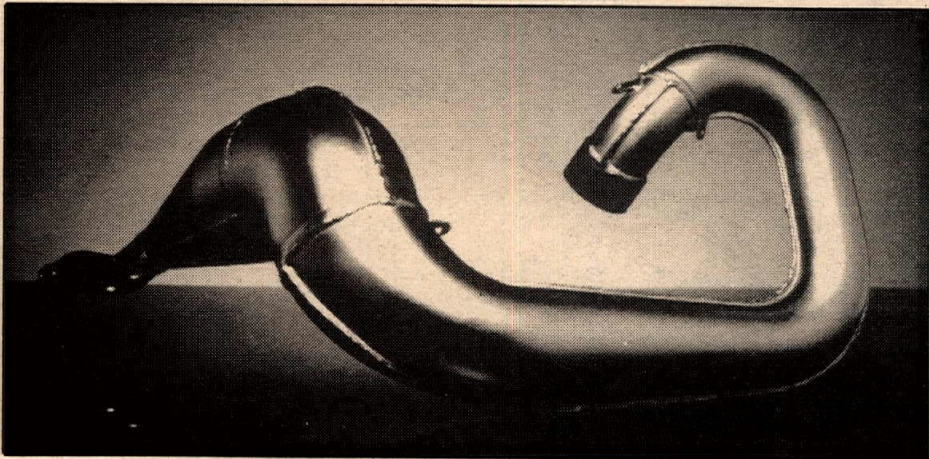
Champion Moriwaki USA now has 26mm Keihin racing carburetor kits for mid-sized sports bikes. The Keihin CR Specials are designed for four-cylinder 550cc engines and are available for Kawasaki's 1980 KZ550, and 1981 KZ/GPz 550 plus the 1981-82 Yamaha Seca 550 and Suzuki's 1977-82 GS550. The cost is \$459. If your dealer doesn't carry the Moriwaki line have him contact them at Dept. CN, 1980 Harbor Blvd., Costa Mesa, CA 92627.



If your Yamaha XS 1100 is ready for a new set of mufflers read on. The Jardine slip on muffler could save you some bucks. Just saw off the old mufflers and slip on Jardine's. You don't have to re-jet. They fit 1978-80 standard models. Check out your local dealer or have him write Jardine Header Co., Dept. CN, 7142 Belgrave, Garden Grove, CA 92641 for more info.



Looking for a bit more power from your Kawasaki KZ1000/KZ900/Z1/Z1R? Champion Moriwaki USA may have the answer with their racing valve kit. Champion says it will decrease valve train weight, reduce port restriction and increase valve area which adds up to more go-power. For more info on the \$625 kit write them at Dept. CN, 1980 Harbor Blvd., Costa Mesa, CA 92627.

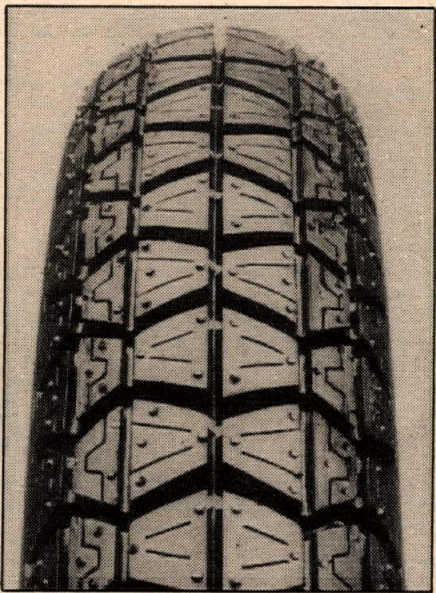


Husqvarna Products has introduced a performance kit for 1982 250 CR and XC models. The kit consists of porting specifications used by Team Husqvarna and a high performance, Husqvarna designed exhaust pipe. The new pipe is almost 20 percent lighter than the stock item. See your Husqvarna dealer or write to Husqvarna Products, Dept. CN, 4925 Mercury St., San Diego, CA 92111.

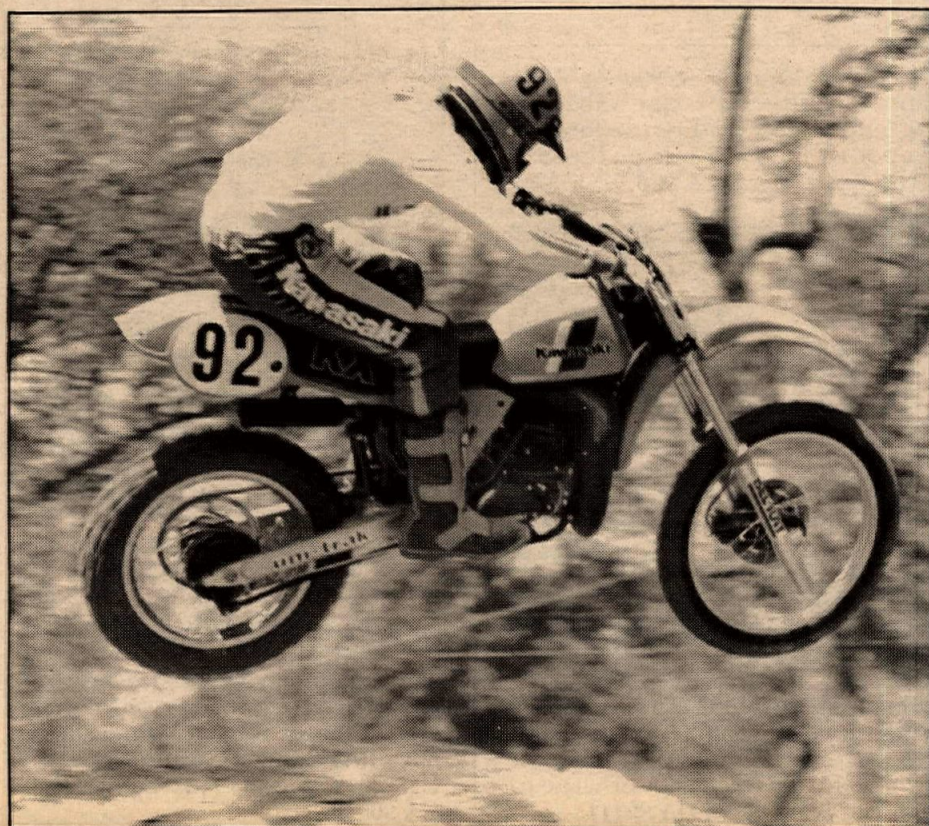
features a built-in Automatic Temperature Control Valve that will give faster warm-ups in cool winter weather, and allows complete engine protection in the hot summer heat. The kit comes complete with all necessary mounting hardware, engine adapters and instruction. And like all Deraile Oil Coolers, it comes with a warranty. Suggested list price is \$94.50. For more information see your local dealer or write: Deraile Oil Coolers, Dept. CN, 138 W. Gardena Blvd., Gardena, CA 90249.



Hi-Point Racing Products hasn't forgotten the mini rider. There's a full line of MX pants and racing jerseys just right for the rider on the way up. The pants come in waist sizes 22 through 26. Both the MX pants and the vented jerseys come in all popular team names and colors. See your Hi-Point dealer and don't forget to check out the Hi-Point mini gloves, boots and Bod Pods.



Swallow Tires offers a broad range of dual-purpose universal tires with a selection of six tread patterns. The patterns are specially designed for use by nearly every model of off/on road motorcycle. The angled tread provides grip on the road as well as in the dirt. For more info see your dealer or have him contact Swallow at Dept. CN, 20435 Susana Rd., Long Beach, CA 90810.



Profile: Dan Conway

Texas dynamite

By Lisa Milcich

"Dynamite Dan" Conway is Houston's native born Expert motocross rider who has exploded at the local events as well as making a name for himself through various Texas

tracks and at many National events.

Just turning 20 years old, he now holds the National MX number 92, and has Kawasaki Team Green Pro support as well as being aided by Bel-Ray Oil, Dunlop Tires, JT Racing and Pasadena Kawasaki.

Eight years of riding, training, winning and losing make up what Dan is today — championship bound! He started off riding a Honda XR75 in hare scrambles and claimed many victories. After his father, Ray, rode a motocross race Dan seemed interested in trying his hand at it. He rode in the Mini class for six months, always bringing up the rear, till he broke his leg and was forced to stay out for four months. Next came his 125cc career, which proved more rewarding. He rode a Suzuki in the 125cc Novice class for six months till instructor Bill Law (who was instrumental in Steve Wise's career) suggested he move up to the Intermediate class, where the riders were a little less banzai.

Bill trained Conway and taught him everything he knows. Despite discouraging moments Bill managed to keep Dan moving in the right direction and gave him the knowledge of what it takes to become not just a local Expert rider but a factory Pro. "I trained with Bill mostly at Rio and he'd take me out and we'd spend the whole day going through every corner. He stressed training and the corners — the races are won in the corners. You drive in, gas around it and exit fast, and you've got to be smooth. Steve Wise helped me a lot at the local races. He showed me faster lines. I don't worry about who is behind me, cause he has to work harder to pass me, it's the guy in front you worry about getting by."

Dan admits it wasn't easy to come home from high school and avoid parties and going out with the gang, yet that's just what he did in order to attain his major goal — to be the best. He would train and keep motocross in his mind 24 hours a day, while learning the importance of exercise, a proper diet, a good night's sleep, and no alcohol or drugs. "Being a privateer is a full time job. You have to train, eat right, get the bike ready and find time to sleep. Not to mention the financial strain. Making it to the Nationals on the road is rough. You know you have a long way to go yet you still have to pull over and run and try and get some decent food to eat. It's really rough." Dan turned Pro at 15 and received his AMA license at 16. At 17 he traveled the U.S. for the 1979 AMA 125cc National Motocross series and placed 18th overall.

In 1980 he had the 125cc National number of 68 and started riding Supercross events where he would place between 15th and 20th in the main. "Supercross is hard physically but more so mentally, 'cause it's so quick and you have to go all out. It's total concentration. In Nationals you have more time to catch up. If you mess up in the start it's no big deal, you've got 45 minutes to catch up."

He also rode the annual Texas Series and finished first overall in the

250cc Expert class.

1981 was a depressing year as he was plagued with injuries while riding Pro support for Honda. At the Daytona Supercross he got hit in the back and broke his right shoulder blade. The Houston Astrodome didn't go well because of his Daytona accident. From there he went on to Hangtown and finished 10th overall. At Saddleback he was running 12th in the main and his right arm gave out so he DNF in the first moto. Dan returned to Texas and rode the Whitney track only to hit a couple of downed riders and reinjure his shoulder. He felt it best to take time off and get it back 100%, so he laid off for six months and took a job to save up for his riding and traveling expenses. He kept in shape by running and working out with weights. While he was waiting around for Honda to call him about renewing his contract, Kawasaki called and he accepted their offer of two 250s and a parts allowance.

On his mean green mount Conway started 1982 off really well, and from January to the beginning of April, he has ridden in 19 local races and taken first in 17. He has ridden four Supercross races so far and has future plans of attending the remaining ones as well as picking up on the rest of the 205cc Nationals.

Dan won't be traveling alone because his father hired him a mechanic, Ken Moreno. Ken worked with Conway for four months last year till Dan's accidents put him out. "He keeps me relaxed by talking to me and does most of the driving which really helps out. We have a really good relationship. He rode Intermediate, so knows what it's like to be out there. He took over for my dad who wrenched for me for the majority of my racing. My dad has helped and inspired me from the beginning, and he will always be there."

On the Saturday 'Dome race he holed out his qualifier over Broc Glover and Kent Howerton and qualified fourth, moving into the main. There he finished 18th. "I feel I could have done better in the main. I did so well in my qualifiers, I needed to be more relaxed. I wanted to do so well that I was just pushing too hard and made mistakes. Friday and Saturday I went down really hard but just had to get up and keep going. I want to smooth out my riding. Some of the Pros try to psyche you out but I just laugh it off. Hannah's been beat before and can be beat again."

"Every time I go out I try my hardest, if anything happens during the race I know I've given it my best. Everyone wants to win and if you don't it's natural to get depressed. It is how bad you want to win and I know I work harder than anybody around here to get a factory ride."

Nothing is stopping Dan Conway's determination to win on and off the course. His likeable personality has won him many friends and the admiration of his peers and fellow competitors. He plans on relocating to California in 1983 for four to six months to ride their tracks and get more recognition. So watch out, California, 'cause "Dynamite" is coming.

Fast Facts

Micky Dymond
Motocrosser

Name/nickname: Micky Martin Dymond/Rooney.

Date/place of birth: January 21, 1965/Garden Grove, CA.

Height/weight: 5'10"/140 lbs.

Girl friend's name: Lisa Holloway.

Current residence: Yorba Linda, CA.

Occupation: Motocross racer.

Hobbies/relaxation: Snow skiing and play riding.

Daily transportation: A Dodge 4x4 truck.

Favorite food/drink: Hamburger/milk shake.

First interest in bikes: When eight years old.

First bike: 1979 Yamaha 80 MX.

First race/outcome: A TT at Saddleback Park, Orange, CA/third.

Most recent win: 500cc class at CRC Diamond Head GP February 14, 1982 at Saddleback.

Sizes/makes of current racing bikes: 250 and 490 Maicos.

Sponsors: WheelSmith Maico, Moto-X Fox and Carrera.

Tuner: Ron Calloway.

Biggest gripe about racing: I have none.

Most respected rivals: Everybody I line up with.

Reasons for racing: Because I love the sport, the competition and the people. Also I would like to make a living at it.

Future racing ambitions: To become Supercross and 250cc National MX Champ.

Additional info: Thanks to Marv Hendricks, Gary Richter and Tim Norton for their help.



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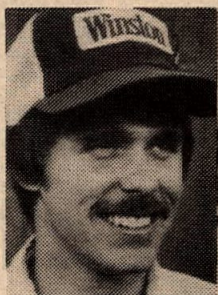
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Michele Bianchi, secretary general of the Association of Italian Motorcycle and Accessory Manufacturers.

Italian companies vie for American dollars

By Tom Mueller

"The Italian Trade Commission will promote its products from an export standpoint to try to create a balance of trade with America. We pay for our oil in U.S. dollars, and

we want U.S. dollars back," said Michele Bianchi, secretary general of the Association of Italian Motorcycle and Accessory Manufacturers. Bianchi, in cooperation with the Italian Trade Commission, is spearheading an effort to bring Italian bikes and accessories before the American public in hopes of cap-

turing some of the market. The effort is entitled "The Italian Connection."

The initial move on Bianchi's part was his group's involvement in the Daytona '82 Expo Show held on March 4-7 in Daytona Beach, Florida, during Cycle Week. A spacious display representing Cagiva, Fantic, Gilera, Italjet, SWM, Aprilia, Pirelli, Buzzetti and Regina was on hand.

"Our MX and trials companies were invited to the first show," said Bianchi. "We may have more shows in the future, but we aren't sure. We are convinced our products are good. They have been proven in Europe, and the only way to prove them in America is to show them for many weeks."

Italian machines have proven themselves in Europe. Gilles Burgat rode a SWM to the World Trials Championship in 1981. Italy topped the ISDE in France last year on their own equipment, and Michele Rinaldi piloted a Gilera to third in the '81 125cc World Championship MX Series.

"If you see a bike in first you'll buy it. To really show a product you need a winner, because once you show a bike is competitive you can sell it," said Romano Pisi, who was at the show representing Vespa of America.

Not only does the association plan to show their wares in a showroom, they plan to get directly involved with racing on a National level in America. The Italian Sports Commission plans to arrange an Italian/American match race, where a team of U.S. MXers would compete against an Italian group of riders, both here and in Italy. An Italian entry in the '82 Trans-USA MX Series is in the works, and efforts are being made to put an American rider on Italian machinery in America's National MX Series.

American riders at last year's Mid-Ohio 125cc USGP were taking a close look at Gilera's works entry, and former Yamaha factory rider Donnie Cantaloupi did show interest in campaigning a Gilera in the '82 125cc Nationals before he signed with KTM. By the end of '82 Gilera will be producing production 250cc MXers, and the company hopes to bring that model to America.

To own a Gilera, or one of the other Italian MXers, a buyer would have to put out a considerable amount of dollars. A 125cc will retail for around \$2,500 in America, about \$600 more than a Japanese bike of the same displacement.

As far as technology, the Italian bikes stay in the same league with their Japanese counterparts. The Cagiva and Aprilia models have single shock rear suspensions, and most have kept up with modern improvements such as water cooling and other refinements.

"Our trials sales are expanding greatly," said SWM USA president Ronald L. Saum. "We've had heavy sales in the east and our sales are growing in the west. We've sold 50 trials bikes since January, which is quite a few."

"SWM enduro bikes are made just for the U.S. There were some problems with the European models over here in the past, but the new models are better suited to handle the mud." Saum pointed out that a 175cc SWM was ridden to the class win in the '81 ISDE.

"The U.S. is the only place the Japanese can sell an enduro bike," said Saum. "In Europe they're almost a joke. SWM is re-appearing in the market, and so far we've seen a good acceptance."

SWM's competitive involvement in '82 will center around Garth Williams, who will ride a 175cc in the One-Day Qualifiers backed by the factory and Ron Lamastus, who will ride events in the Indiana area.

The Italian Trade Commission sponsored the inaugural Italian Connection show, but it will be up to each individual company to bring their products into America and promote them. Only time will tell if Americans are ready to clean sections, bust berms and zero checks the Italian way.

Book Review

EXOTIC MOTORCYCLES



Vic Willoughby

Exotic Motorcycles:
A tester's privilege

By Vic Willoughby

Published by Osprey
Publishing Ltd., London
Hardbound, 190 pages,
148 photos & illustrations

This is a fascinating book. Pre and post-WWII road racer Vic Willoughby delivers to the reader his impressions of two-dozen bikes of the fifties and sixties that he tested for England's *Motor Cycle Weekly*. Not the actual tests, but his remembrances of the subject bikes and tests.

From NSU land speed record streamliners to MV Agusta GP bikes, Willoughby tested them all during his 28 years with *Motor Cycle Weekly*. For this book, he has chosen to reflect on "those that left the happiest and most indelible impressions on my memory."

A forerunner to a handful of today's testers, Willoughby was allowed to ride works bikes because, as he puts it, "...a successful racing career as a freelance rider-tuner had convinced most manufacturers that I would bring their priceless creations back intact and that my experience had given me a realistic yardstick to judge them by." He didn't always bring them back unscathed, as one chapter aptly relates, but he usually did after turning in hot laps that while not equal of the likes of Surtees, McIntyre, Hailwood and other superstars whose bikes he tested, were close enough to earn respect from the riders, tuners and manufacturers who lent the bikes to Willoughby.

NSU, Matchless, Vincent, BMW, Ducati, Norton, Moto Guzzi, MV Agusta, Ariel, Brough and DKW are among the manufacturers whose bikes Willoughby recalls in this well written and illustrated book.

Another British tome imported by Motorsport, my only criticism is our review copy suffered from inferior binding and several pages "fell out." But don't let that stop you from taking a fascinating trip down primrose lane with Willoughby.

Exotic Motorcycles: A tester's privilege may be obtained by sending \$24.95 plus \$10 for postage and handling to Motorsport, 6115 Gravois, St. Louis, MO 63116.

Jack Mangus

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Now, a lot of guys on a lot of bigger bikes chalked up the Pfeiffers' win to pure luck.

We, on the other hand, chalked it up to some mighty fine cross-country riding and, of course, their YZ250. With its Yamaha Power Valve System and rising rate Monocross suspension, it's no wonder Scott and Kent made speeding over scrub, rocks and rattlers look almost easy.

Which only goes to show that sometimes you don't need luck to win in Vegas.

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Kenny Keylon MX's newest works rider

By Tom Mueller

1981 500cc MX Rookie of the Year Kenny Keylon has seen the highs and lows of racing, all in the course of a little over one season. When things looked darkest for Keylon, a

lucky break came his way. He proved his worth, landed a Honda B (pro support) contract, moved onto a works bike, then aced a moto at the Texas 250cc National round. Keylon's confidence is at an all-time high. Keylon filled us in on where he was at when the season opened in '82.

"Well, first off this year I didn't have a thing going," said Keylon. He rode for Yamaha's pro support program in '81, but was not resigned in '82. "I don't know why they let me go. All I know is that one day Kenny Clark (Yamaha racing manager) called me and told me he had bad news, that they didn't have room for me this year in the budget. That's all he told me.

"Then I talked to Greg Arnette (at Honda) and got bikes and parts for the Winter-AMA in Florida. I did pretty well, even though I had a few

bad breaks, and after that Honda flew me to a few Golden State (California) races. Then they flew me to Anaheim, then to Seattle (both were Supercrosses) and after Seattle they signed me to a B contract."

In '82, there are more pro support riders than factory riders on the National circuit. Keylon helped us better understand what Honda offers their pro support riders. "There's a mechanic for every two riders (Keylon and teammate Ron Turner share the services of Ray Hunold). The rider flies to the races just like the factory guys do, and our bikes are ready at the races when we get there. We have practice bikes at home—all of our bikes are production models—and we get paid -- we're on a salary." Keylon didn't wish to disclose the amount a support rider makes.

Keylon's '81 season was culminated by his Rookie of the Year Award, but when we asked Keylon about it he

seemed rather unimpressed with the honor. "It really meant more to me than I got out of it. They (the press) didn't honor it enough. I thought it was a pretty good thing, but no one else thought much about it."

Keylon has been a top rider in his home state of Florida for years, and during '81 Keylon dealt with a heavy transition, learning how to ride against National talent. His performance was lackluster at times, but moments of glory did surface, with Keylon ending the season ranked 12th overall in the 500cc class.

When '82 came around it was a new Keylon out there, for the most part dominating the Winter-AMA, then jumping into the Supercross Series with newfound ambition. Last year Keylon fought for a berth in a Supercross final; at Seattle he took a fifth in the final. What caused Keylon to show such marked improvement in such a short period of time?

"The experience (from last year) helped me a lot, and this ride helped me a lot. The Honda fits me a lot better than the Yamahas did, and I have a lot of confidence in the Hondas. The people I work with help me a bunch. Greg Arnette got me this ride, and he still helps me and pumps me up before a race. Before this I was on my own, but this is a team, everything's teamwork.

"Greg has convinced me that those factory riders aren't any better than I am, and now when I get out there I don't think about who they are and what they are. Last year I thought about that stuff. Last year when Hannah was in front of me I got nervous, now I just keep gassing it."

When the 250cc National MX season opened in March at California's Hangtown course, Keylon found himself benefitting from a teammate's misfortune. Darrell Shultz was injured at the Houston Supercross, leaving a works RC250AF without a rider. Keylon was Honda's choice. "I don't know why they chose me, and I'm not going to say I'm better than the other Honda pro support riders. Friday night before Hangtown I was already prepared to ride a 125, and Honda asked me if I wanted to ride the works 250. That was too good to turn down."

Keylon has gassed his way to two top five finishes in the three 250cc National rounds so far this season. He started the year off with a fifth overall at the Hangtown opener, put in a mediocre 12th overall at Saddleback, then returned to form at Texas, out-running the pack for the first moto win and carding an eventual fourth overall. He was tied for fifth in the point standings going into last weekend's Florida round.

Winning a moto at a National round is an accomplishment only a handful of riders see each season. Keylon didn't make a big deal out of it, but grinned and said, "I don't know, I guess I'm just gettin' a little faster riding that works bike. It works really well and everything's just getting better. That bike changed the season a lot and it's going to make things different. I got a good hole-shot, and I was going to do all I could with it. I just stayed out front. The Texas track is sort of sandy like Florida and that helped me."

Motocross hasn't been Keylon's whole racing experience. He didn't evolve through the mini ranks as many other top MXers did, but instead found hare scrambling first.

"Hare scrambling is fun, I love it. I think it helps me with endurance, builds good reflexes from dodging trees in the woods, and it's a change of pace. You can take a weekend off from MXing but still get some riding in."

Florida riders have earned the reputation of being fast in the sand, but

many of them have fallen short on the fast, hard packed courses of California. Keylon claims the opportunity to ride out west is all that is needed. "As long as I can get out there and try and get practice on that stuff I'll adapt and get as fast out there as I am on the sand. Last year my problem was that I didn't get much time on the hard stuff, but between last year and the time I spent out there this season I'm getting the hang of it."

Most National MXers have a vision of someday becoming a National Champion, and Keylon is no different. He approaches the situation realistically.

"It's no dream for me, I think I can do it if I keep going, if I keep trying. I just turned 18 in November, I'm just starting. Things are going well this year, I have a lot of help, and I was running up there with the top guys at Seattle. I don't see where they're that much better than I am."

Cycle News East is associated with the slogan "We don't care how the hell they do it in California." From Keylon's standpoint, Californians sometimes don't give a damn about East Coast riders, either. "Yamaha support only picked up one guy on this side of the United States, Jeff Hicks. I think living in Florida might have hurt me some. If I had been out there in California it might have been a different story, I'm not sure. Now that the factories are helping the privateer guys travel more, you'll see more eastern guys on the circuit."

Keylon's father, Kenny Keylon Sr., has been instrumental in getting Kenny pointed in the right direction. "He's all I had for a long time. He'd always tell me stuff, and lots of times we wouldn't get along on race day (Keylon Sr. was and still is a competitive hare scrambler) but I think that helped. Instead of patting me on the back when I did bad, he'd get on me and tell me there's no excuse, that one day should be as good as the next. Now I think that way. When I messed up, I messed up, no one else, just me."

A friend of Keylon's through the years, Todd Hempstead, was seriously injured while racing last year. Hempstead's MX career was cut short due to the injury. Keylon reflected what a similar situation would cause him to do. "I'd still do something with racing, maybe be a mechanic. I worked on my bikes myself for a long time, and I think I know bikes pretty well. I don't know what else I'd do. I started racing hare scrambles when I was six until I was 12, and then I motocrossed. All this big time stuff is pretty new to me."

Keylon wished to thank all who got him to this point in this career. "All I can say is thanks to everyone who helped, especially my dad. There were so many things, like the guy who got me off Suzukis and onto Yamahas. Because of that Yamaha picked me up and helped me ride the Nationals last year. Now Honda is helping me out. There's a whole bunch of folks who got me to where I am."

On Sunday, May 2, Keylon returned to Sunshine Speedway for the 125/250cc National rounds. Keylon has taken more than his share of first place trophies away from Sunshine in the past, but never one of National caliber. This time out he hoped to change that. "I think I can do pretty well at Sunshine. I just hope I get in better shape by then. I can ride the sand pretty fast, but I got tired at Texas the second time out. You can't afford that at the Nationals."

Did Keylon get it together at St. Pete and come up with a top finish? You'll have to read the St. Pete race coverage in this issue for the answers.

PRODUCT EVALUATION



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Comfort and extra protection go hand in hand when you slip on a pair of Sidi Super Professional MX boots. Worn by 500cc MX World Champion Andre Malherbe, the boots feature a lace-up inner liner which offers additional protection from sprains and impact.

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Supple leather made the boots comfortable as soon as we slipped them on. The only problem we had was the top of our toes rubbing during the first session of break-in. After that no other problems cropped up.

Colorful with red leather and yellow urethane shin guards, the Sidi's started to show wear after a few hundred miles of riding, mostly due to scrape marks on the red leather, marks that wouldn't appear on ordinary black boots. No signs of defects in workmanship appeared; the double and triple sewn seams and double sewn sole stood up to the test, even when run through a number of water crossings.

The Sidi Super Pros retail for \$159 and are also available in enduro and trials style soles. See your local dealer or contact Cosmopolitan Motors, Jacksonville & Meadowbrook Roads, Hatboro, PA 19040, or call 215/672-9100.

Tom Mueller

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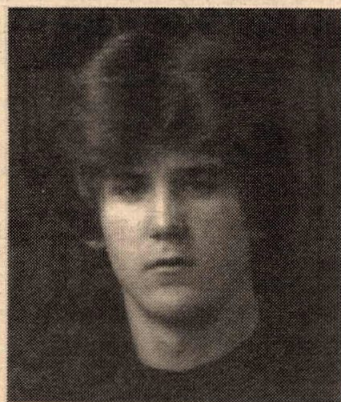


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Success with Ago

By Alan Cathcart

Three months ago Graeme Crosby's Grand Prix career hung in the balance. Rejected by the Suzuki team in a controversial move which seems bound to have season-long re-

percussions, the popular 26-year-old New Zealander seemed set for a season of four-stroke racing in the relative backwoods of the U.S. Superbike series.

But since then he's become the number one rider of the newly-formed Marlboro Team Agostini, with the latest OW60 square-four works Yamaha at his disposal, looked after by Kenny Roberts' former mechanic Trevor Tilbury; won the Daytona 200 in his first ride for the team on a TZ750; led the first lap of the Argentine GP before retiring with a run big end bearing; and emulated Ago himself in landing a Daytona-Imola double by scoring a convincing win in both legs of the Italian 200 miler, defeating World Champion Marco Luchinelli's NS500 Honda in the process.

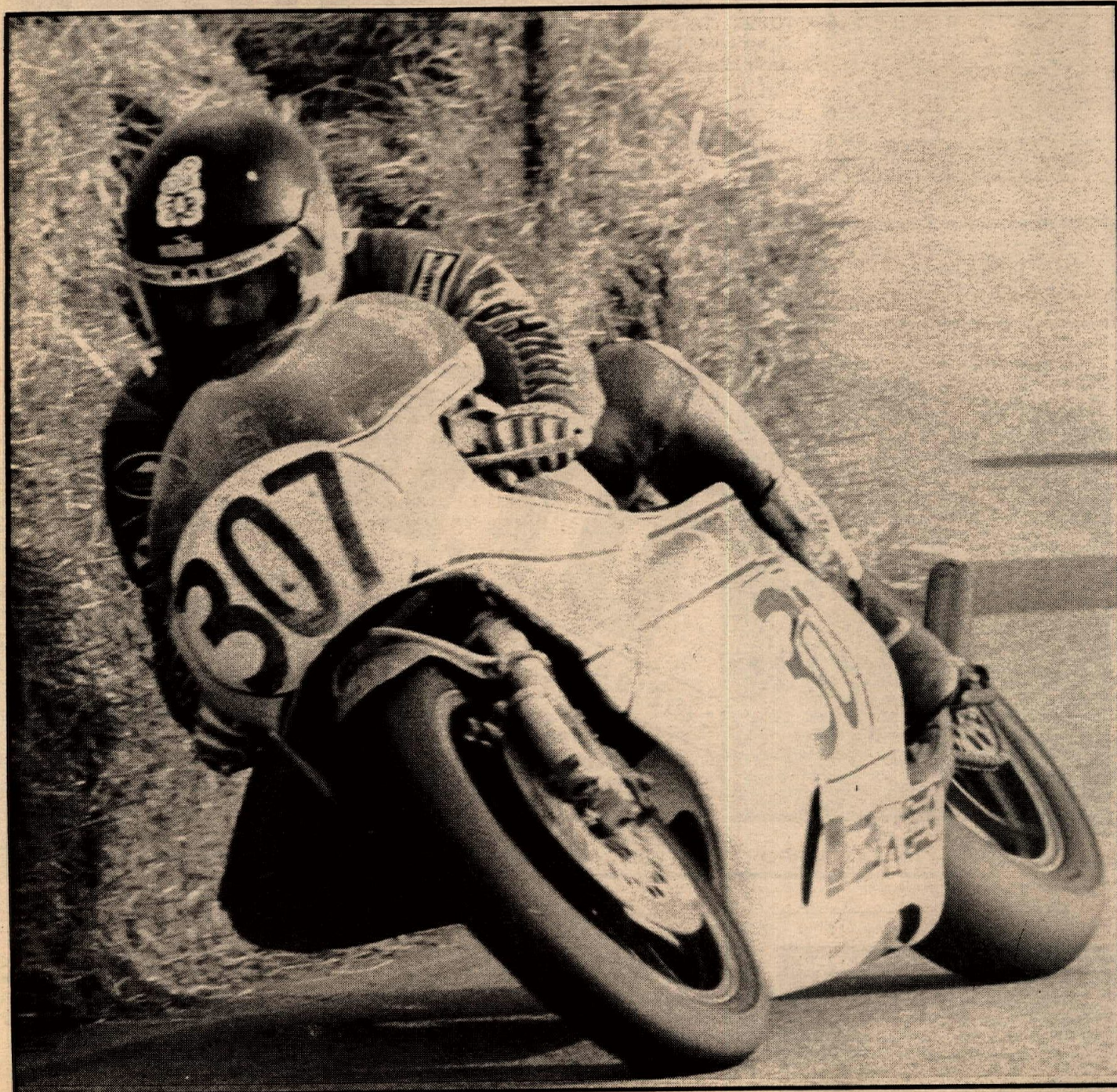
I chatted with Croz as we relaxed in his motorhome after the Imola race, polishing off his victory champagne. Could what happened with Suzuki at the end of last year have proved to be a blessing in disguise?

"I've certainly learned a lot about life the last few months — not taking things for granted of one thing, and also not allowing myself to get kicked in the teeth without fighting back. Right now I couldn't be happier: Obviously winning two out of the first three races had helped a lot, especially when people were questioning if I had what it took. But the whole set-up is fantastic — good mechanics, the best bike at the moment, and Ago: he's brilliant. Quite apart from the fact that his English is probably better than mine, his experience is invaluable. He has genuinely given us a second a lap each place we've raced at so far. I'd been used to gearing for the corners, following Randy and gearing it up and up to get the drive out of the turns. But while the Suzuki has better low end power it only revved last year to 11,000, whereas the Yamaha makes all its power at the top end and goes to 12, so you have to keep it up there. Ago realized this and made me gear for peak revs: he was quite right, too. That's just an example — there are other things I'm learning from him all the time. He seems to have picked right up where he left off when he went car racing four or five years ago."

How's he getting on with Graziano Rossi, his teammate? "Oh, he's great, too — absolutely no problems at all. He's not pushy, always very friendly — even get a smile in the mornings. We've been helping each other — I gave a hand pulling his engine apart yesterday because one of his mechanics was sick. That's the good thing about it all: We're a very close team — none of this 'I'll look after my bike and you look after yours'. We're all working together."

Any problems about riding for an Italian team? "No, except a bit with the old lingo at the moment, but we're all learning it a bit at a time, especially Trev, who's picked up enough to chat up the local signorinas, as you can see right now! (He was!) You just understand two-thirds of what they say to you, and hope the other third is what you think it is. Trouble is, I catch myself speaking in broken English all the time!"

How about living in the country? "Well, the best thing and the worst thing is that the food's too good: pizza, lasagna — vino rosso, that's a problem. The local stuff in Bergamo where Ago lives and we're based is fine, but I don't like that fizzy red pop — Lambrusco, I think it's called — just a bit rough. Can't remember the last time I had a beer — seems bread-



sticks and vino rosso go better than breadsticks and Foster's, somehow.

"People are all so friendly, though: being a team based in Europe there's always a lot more hangers-on than last year, where we were effectively a British team with Colonial riders travelling abroad in Europe where nobody knew us. Here it's all very social, especially round our little workshop. It's in the back streets of Bergamo and we're living in the motorhome next door to it. On the other side is a — well, it's called a hotel, but really it's a home of ill-repute for tired businessmen."

How does the OW60 compare to last year's Suzuki? "Not at all really — it's a completely different bike — and so's this year's Suzuki. I was following Uncini today, and the Suzuki was streets faster in the first three gears — but the Yamaha revs a lot higher, as I said. When I first tested it in Japan I didn't like the frame, so we asked them to make a new one with different head angle and stuff. They were a bit non-committal, but then I think winning at Daytona got them a bit fired up; next thing we know there's a telex saying it was arriving in Argentina. It came the same day I'd done 35 laps at Misano and confirmed that we needed it.

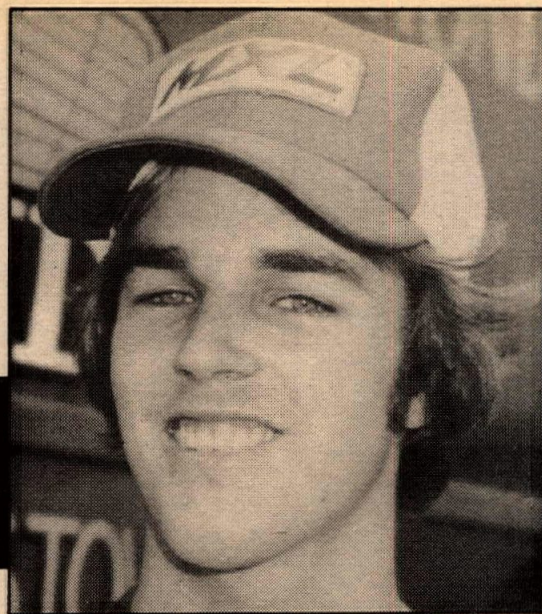
"Argentina was a shame really — I only got in one good practice session on the bike and then it stopped early in the race and I had to walk back to the pits dragging the bike behind me. No way I was going to leave it out there after they stole the carbs off the bike at Monza last year. Mind you, I've found them again — they're here today on a bike. Tell Suzuki I'll let them know who's got them if they buy me a beer — make that a vino rosso.

"Buenos Aires was amazingly cheap — 9" long steaks, 3" thick for a couple of quid with a salad. Glad we got out before all that trouble started though — hasn't the New Zealand government declared war on them as well? The track was a bit short for a GP, but the surface and everything was great — wish the bike had lasted.

"Daytona was very satisfying — if only because I rode the race exactly the way we'd planned it in advance, and it worked out. We aimed to lap at 2:05 and hope the 500 GP bikes would wear themselves out — they did. But the Hondas were a surprise — nobody thought the motors would last at the speeds they were doing, but they did. It's just as well the tires didn't! Reckon that's the last time anyone'll win the 200 without a tire change, though."

Any hard feelings about the Suzuki business? "No, that's all water under the bridge now especially with this set-up being so different. Coming from riding in a British-based team where I was doing most of the work in terms of riding, but most of the effort was being channelled into the other rider — for obvious reasons, because he was better at Grand Prix racing than I was — it's a big change. Mind you, I probably made more money than him doing what I did, but it's certainly nice not to have to explain why I'm a second slower than he is when we're supposed to be on the same bikes. Except we weren't: his bike had all the work done on it — and rightly so — and I was just along for the beer, so it seemed.

"Now I've got my own bikes, and I'm doing what I want to do, which is GP racing with the odd international to make a few dollars, and with a team manager who understands what it's like to be a rider out there, because he was one of the greatest that ever lived. OK — you're right: I guess I'm really happy that things have turned out for the best after all. Who'd have thought it?"



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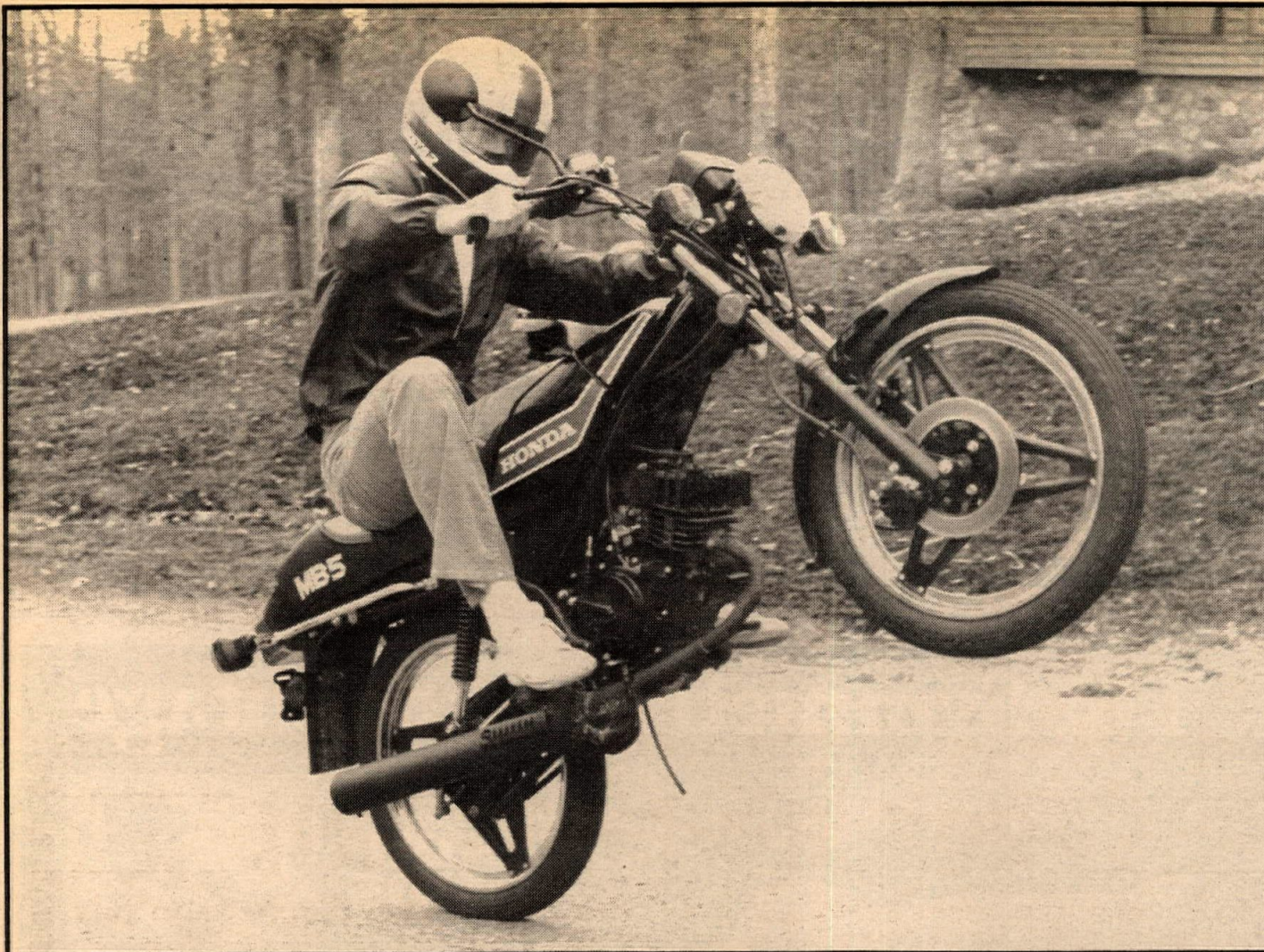
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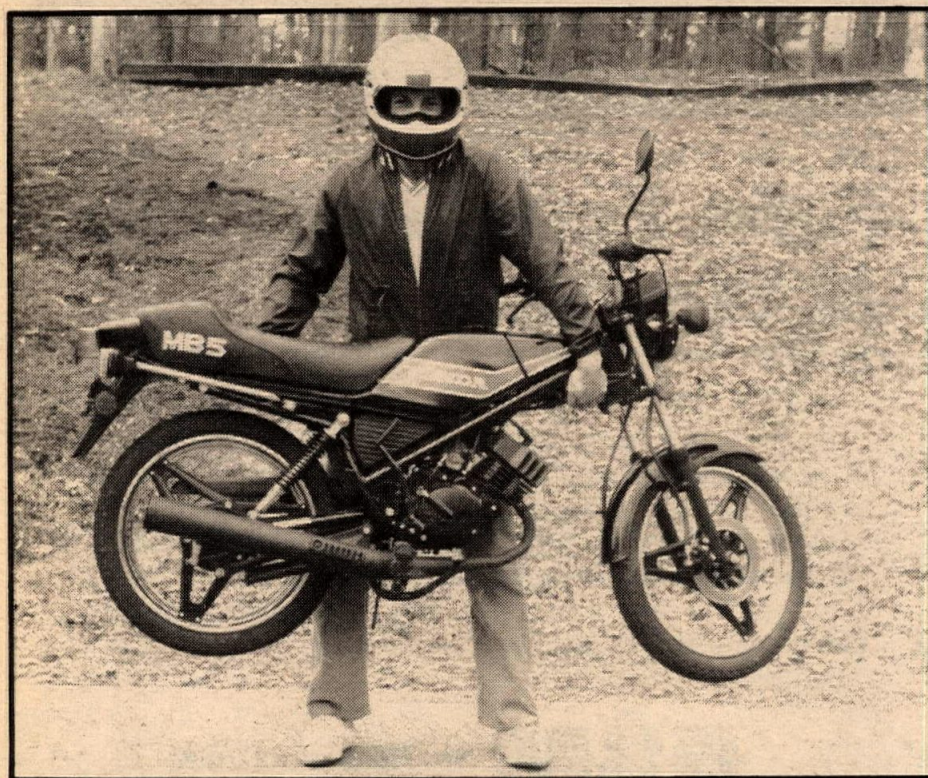
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Impression: 1982 Honda MB5 50cc of around town fun



By Tom Mueller

When we asked Honda for a MB5 to use during Daytona Cycle Week, we weren't all that serious. The little screamer's cosmetics caught our eye a few weeks before, and when

the word came through the MB5 would be waiting for us at Daytona's sandy shores we wondered if just maybe we shouldn't have gone with a big displacement loaner.

The first guy who rode the bike said it felt like he was sitting on a food processor set on puree. Oh boy, thought the rest of us, getting around on the MB5 might make a week seem

like a long time.

As it turned out, time was on the side of the MB5. The more we rode it, the more fun it became. When was the last time you were able to ride a bike wide open and play with a powerband that pulls right around 10,000 rpm? We became attached, took the bike back to Atlanta, and used it for transportation, averaging 25 miles a day. It's an economical and unique way to get around town,

while having a good time doing it.

Though only 50cc, the MB5 can't be classified as a minibike, or grouped into the high mileage scooter type of machine, either. The MB5 is a scaled down big bore that offers a five-speed tranny, front disc brake, nimble handling and sporty cosmetics.

Starting the Honda is a snap. A few flicks of the kick starter, with choke on when cold, brings the MB5 to life. Once started the choke can be shut off, as it seems to have little effect once the bike is running. First gear take-offs require slipping the clutch to get rolling, and once underway first winds out in about 10 feet. Even when speed shifting, second gear seems too far away from first. Honda has experimented with a six-speed gearbox and reported good results.

We rode the bike hard, all the time. Speed shifting at 10,500 rpm was the norm, as it was the only way our 200 pound tester could stay with traffic. The bike has a top end of 52 mph, and a gas rating of 57.5 mpg under our heavy throttle hands. With a lighter rider and a more conservative

riding style, the MB5 will go into the 70 mpg range.

Getting the bike up to speed is fun, and bringing it to a stop is also entertaining. The front disc and rear drum brakes do an exceptional job of bringing bike and rider to a quick halt.

Oil is injected into the two-stroke engine from a reservoir located in the front portion of what appears to be the gas tank. Oil tank capacity is 1.2 quarts, enough to keep you on the road for six or seven tanks of gas. A small viewing hole is provided under the tank next to the frame for checking the injector oil level. A tool kit tucks in next to the reservoir.

Suspension front and rear is adequate. Rear shocks have a five setting spring preload, which we set on still and the fork serves as a spring guide.

Taillight and signals work well and are visible at night. So is the headlight, as long as the MB5 is putting out high rpm's. The bike uses a generator system which puts out .066 kilowatts at 5,000 rpm. When at idle, the headlight is quite dim. When turning over 5,000 rpm, the headlight is acceptable for night riding, at both high and low beam. The signal light switch has a touchy throw and takes some getting used to.

The MB5 doesn't sit like a small bike, because it isn't. A seat height of 31 inches coupled with a handlebar height of 40.4 inches makes the bike comfortable on short trips. The seat is firm and easy on your bottom.

Concerning noise, the MB5 makes a bunch of it. When on the pipe it emits a scream that will turn heads. It's louder than most of the four-stroke road bikes on the market.

The little Honda also does OK in the rain. The 2.50 width front and rear tires are bicycle-like, but are well grooved and stick. Fenders are adequate and keep water off rider and bike.

Some folks laugh at our little 50cc, at least until we pass them in heavy traffic while they are negotiating their heavier big bores around. We ran up on bumpers daily, always able to move with traffic. Even under WFO riding, the engine stayed tight. Surprisingly, the MB5 offers little vibration, considering it cruises at 10,000 rpm.

When it came time for the MB5 to go back to Honda, we realized there was going to be an empty spot in the garage we didn't really want to see. Commuter bike sales are on the rise, and many have acknowledged that a smaller displacement bike is the way to go for a budget-minded rider. The MB5 carries that theory to the extreme, offering a good looking package that will get you around town economically with 50cc of power.

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Specifications

Engine	Single cylinder two-stroke
Displacement	49cc
Bore x stroke	39.0 x 41.44mm
Compression ratio	7.9:1
Ignition	CDI
Lubrication	oil injected
Transmission	five speed, primary kick
Fuel tank	1.4 gal., .5 gal. reserve
Vehicle load limit	220 lbs.
Tire size front	2.50 x 18 in.
Tire size rear	2.50 x 18 in.
Length	74 in.
Width	27.8 in.
Height	40.4 in.
Wheelbase	47.8 in.
Dry weight	172 lbs. (claimed)
Suggested retail price	\$798

TEN YEARS AGO

Colorado Springs was the site of the Pikes Peak AMA Grand National Mile, and BSA-mounted **Jim Rice** was the runaway winner in the 25-lap final. Harley-Davidson's **Mark Brelsford** was the first lap leader, and then hung on for second down to the end. He was followed by Rookie Experts **Kenny Roberts** and **Mike Kidd**, both of whom were Yamaha-mounted. In the Junior final, **Steve Droste** (Yam) bested **Scott Brelsford** (H-D), and **Randy Brackett** (Yam) won the Novice final.

Paul Smart rode a Ducati 750 to win the richest road race in Europe, the Imola 200. Second went to another Ducati rider, **Bruno Spaggiari**. U.S. road race regulars **Ron Grant** (Suz) and **Don Emde** (Nor) finished 17th and 20th, respectively, with the latter losing several laps with mechanical problems. Incidentally, Smart only received the Ducati ride a few days before the race, after **Barry Sheene** turned it down.

The question of who won the Atlanta National road race was settled. Suzuki withdrew their appeal of the upheld protest of **Jody Nicholas'** machine, so **Yvon DuHamel** was officially named the winner and the purse money was finally distributed.

AMA Executive Director **Russ March** announced that **Don Woods** had been appointed Director of Competition, and that **Ed Youngblood** had been named Associate Director of the AMA. Both Woods and Youngblood were former *Cycle News* editors.

Utah was the most recent stop on the continuing Pacific AMA Motocross Series. **Brad Lackey** (Kaw) won the 500cc class, with his only close competition coming from Yamaha's **Gary Jones** in the last moto. Jones had problems in the first two motos, so **Jim West** (Hus) grabbed second overall. In the 250cc class, **Jim Weinert** (Yam) won two of the three motos, but his DNF in the first gave the overall win to Husky's **Gunnar Lindstrom**. **Jim Wilson** (CZ) finished second overall.

Eighteen-year-old **Alex Jorgensen** (BSA) did in the 650cc Expert class in a scrambles at Lodi Cycle Bowl. **Skip Aksland** (Yam) won the 125cc Expert class at the same event.

Earl Roloff and **Walt Foster** each picked up a pair of wins in a CMRE TT/flat track event at South Bay Speedway in San Diego.

Unofficial results from the Simi Valley M.C.'s D-37 hare and hound listed **Jim Fishback** as the overall winner on a 250 CZ. **Tom Smith** finished second on a 350 Kawasaki, while third overall went to the 175 Puch of **Bill Friant**.

Sonny Nutter and **Jim Gresham** claimed the Scratch and Handicap main events, respectively, in the opening night's speedway program at Costa Mesa's Orange County Fairgrounds. **Danny Becker** won the Division Two main event.



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The AMA has issued a statement that it has not granted a sanction for any motorcycling event planned in Ruidoso, NM, Sept. 29 through Oct. 2. This statement is in response to flyers circulated by organizers of a road tour described as the Ruidoso Motorcycle Tour. According to the AMA, the flyers describe the event as AMA-sanctioned. AMA Executive Director Ed Youngblood said, "The event is not AMA-sanctioned. In fact, we had received no information about the event until I made initial contact by letter to ask that the organizers cease falsely advertising the tour as AMA sanctioned."

The *Federal Register* of Apr. 22 carries an announcement regarding a closure of land in Montana to OHV use. The area involved is a 70-acre section in the southwest end of the South Hills area of the BLM's Billings Resource area.

Larry "Supermouth" Huffman has been signed to host the upcoming biographical movie on Mickey Thompson, tentatively titled *Man in an Iron Cage*. Huffman's cohort will be former Gene Autrey sidekick Pat Buttram. Veteran director Ed Forsyth, who served as second director and editor on the remake of *On Any Sunday II*, will direct the film.

Desert ace Bob Balentine and wife Michele are expecting their first child this July. We're pretty confident, therefore, that Balentine will want to finish the SCORE/Pernod Baja Internacional, run June 5, as soon as he can. Balentine has already won the first two SCORE races of the year.

A new FIM rule states, "The maximum travel of the suspension for enduro motorcycles will be 250 mm." That translates to 9.8 inches. The rule will be enforced at the 1982 ISDE in Czechoslovakia, according to the AMA, only if someone uses it in the form of a protest. Further information on the rule may be obtained from Hugh Flemming of the AMA's Member Activities Dept.

Hospital STOP: Road racers Rye Hefley and Steve Sabatini were hospitalized May 2 after separate and unrelated crashes at Riverside Raceway. Hefley suffered a broken leg and a back injury while Sabatini sustained a concussion and a broken leg. They're sure to appreciate letters or get-well cards as they recover so send 'em c/o Riverside Community Hospital, 4445 Magnolia Ave., Riverside, CA 92501.

Novice dirt tracker Larry Earhardt is in St. Johns Hospital in Santa Monica, and can use a few cards. Earhardt fell in a recent Ascot half mile, and was hit as he tried to get up, resulting in a broken hip. Send those cards and letters to him at Room 417, St. Johns Hospital, 1328 22nd St., Santa Monica, CA 90404.

Wayne Boyer, well-known as the head instructor in the Suzuki School of Motocross, attempted to compete at the Apr. 18 250cc MXGP in Payerne, Switzerland. The British press reported that although Boyer looked good, jet lag prevented him from posting fast enough of a time in practice to qualify for the GP.

Honda, in its first major contingency involvement in drag racing

in many years, has posted awards totaling \$107,700 for pro and sportsman riders in NMRA competition.

Northern California speedway will open soon as both Auburn and Napa pick up where they left off from last season. The Auburn opener is set for May 14, and promoter John Houston has Mike Bast lined up for an opening night appearance, with the seven-time U.S. Champ putting on a two-day speedway school the following two days. Auburn is 30 miles east of Sacramento, off Highway 80. The phone number there is 916/448-7557. Then on Saturday night, May 15, the Dennis Robinson-promoted show opens at the Town and Country Fairground in the scenic wine country town of Napa. For more info on that show, contact Robinson at 707/252-8772.

The Kawasaki Team Green vans will be scrambling during the month of May to keep up with the National Motorsports Association's series of qualifiers for the Ponca City, OK, championship event. The western van starts May 1 with an NMA qualifier in Portland, OR, then hits Las Vegas, NV, Blythe, CA, and Orange, CA on successive weekends for more NMA qualifiers. The western van closes out the month by hitting an AMA race at Phoenix, AZ, on May 29. The central van starts at Pittsburg, KS, May 1-2, hits the Kansas City stadium event (May 9) before going to the May 15-16 NMA race at Conroe, TX and another at Midland, TX, on May 30.

Dates have been set for America's MX GP rounds in '83. They are June 26 for the Carlsbad, California, 500cc USGP and July 31 for the Unadilla, New York, 250cc USGP. Canada will also be holding a 250cc GP on July 24, but at this time the location is unconfirmed.

Alex Jorgensen, currently second in the Winston Pro Series point standings, will fill Scott Parker's vacated spot with Carl Patrick Racing. Parker signed with the Harley-Davidson factory team April 12.

1979 500cc World Champion MXer Graham Noyce married Pam Mosier, widow of former National MXer Gaylon Mosier, at a ceremony in St. Peter's church in Upper Beeding, Sussex, England, on Wednesday, April 21.

A Grand National Champion MXer may be crowned in '83, according to Carroll Chandler, manager of professional MX at the AMA. "We have to do something to help the sport grow, and all the factories are aware of our new proposal," said Chandler. The proposal consists of a program which would include seven 125cc support/250cc National races, seven 125cc support/500cc National races, and Supercross races. The 125cc class would be for riders under 21 on production bikes, and a claiming rule would be in effect, 250cc and 500cc National plus Supercross points would be combined for the Grand National MX Championship. There would be no Trans-USA Series, but tracks that have run Trans-USA races in the past would be given a 125cc support/500cc National round. The proposal will have to be approved by the AMA Board of Officers and Trustees before it takes effect.

Joe Parkhurst's *Motorcycle Business Newsletter* reports on a new bill in the U.S. Congress that would raise import duties on Japanese motorcycles and related parts for a two-year period. HR 5616, introduced by Pennsylvania congressman Richard T. Schulze, would raise duty on motorcycles from 4.5% to 10%, on motorcycle parts from 5.3% to 25%, and on three-wheelers from 2.8% to 10%. The bill has been sent to the House Ways and Means Committee, and you can write to the chairman of that committee, Dan Rostenkowski, care of the House of Representatives, Washington, DC 20515.

American Dave Roper took the Team Obsolete Matchless G50 to the overall win in the vintage portion of England's Anglo-American TransAtlantic Match Race Series over the Easter weekend. Roper ran fifth at Brands Hatch, second at Mallory Park and fourth at Oulton Park. Don Vesco, the other American scheduled to run, didn't make the grid due to obligations concerning the American Match Race team. Vesco received an award from Pauline Hailwood, widow of multi-time World Champion road racer Mike Hailwood, for putting in the top finish on a Period 1 (non-modified) bike at Daytona's Vintage GP during Cycle Week.

On May 8-9, the Pasadena M.C. will celebrate its 75th anniversary with the Greenhorn 500 road tour. The club, established in 1907, is famous for the Greenhorn 500 enduros that began in 1946, but due to the increasing difficulty of putting on an off-road event, the 'Horn is now strictly a road ride. This year's run will be 500 miles, with an overnight stop in Morro Bay. The ride begins at Honda of Pasadena, 2480 East Foothill Dr. For all the details, call 213/914-3738 or 213/596-5120.

Cable TV sports network ESPN filmed the Pontiac Supercross in its entirety and will telecast the event twice in May. Check local listings for times and dates.

Warren Reid is known as "Comedian" by some on the National MX and Supercross circuits due to his slap-happy ways, but when Reid tried to get Comedian printed on his race pants it wouldn't fit. He went for the next best choice. When practice started at Pontiac Saturday, Reid came around with "Joker" on his pants.

Denny Bentley crashed in Saturday's final at Pontiac and suffered a punctured lung and broken ribs. It looks as if Bentley will miss the remaining 250cc Nationals this season. Drop him a card or letter of encouragement at 13849 South M-52, Perry, MI 48872.

Larry Wosick was injured while practicing on Sunday at Pontiac and severely sprained his neck and back. He will be at home recuperating for the next few weeks, so drop him a line at 3870 Aborn Road, San Jose, CA 95135.

NATIONAL PAPERS

On Saturday night, May 8, riders will be going to the starting line in the Ascot half mile

National final for the 28th time.

The Gardena event started back in 1957 as a once-a-year happening and then in 1978 the southside oval became a twice-a-year affair.

In the 27 previous outings only one rider, Sammy Tanner, won the race three times in a row.

Now, not one rider, but two, have a shot at joining Tanner as a triple ace. And it all comes about in a most unusual manner.

Florida's Billy Labrie won both events in '80, but missed both of the '81 races due to a broken leg incurred in the spring San Jose mile that year. It will be his first time back since he won his second in a row back in the fall of '80.

Then there is Randy Goss, who won both events last season while Labrie was missing. Goss also won one back in '79 but was stopped both times the following year by Labrie.

Goss came to Ascot for a regular Friday night event a few weeks ago and after posting perhaps his slowest time trial ever, came back to win the final against a limited talent field.

Over the past three seasons Goss has probably won more Ascot half mile finals than any other rider and has to be rated over Labrie and the other 13 National half mile winners to grab the event on the 8th.

In all the years the Ascot half mile National has been running they have never started more than 14 riders in the final — but they will this time under the new rule that allows yet another rider from the new Last Chance Qualifier.

Jay Springsteen figures in the picture in a big way. Jay has won the Ascot National no less than three times in the past (76-78-79) and if he goes to the line in the heat race you know he is going to be around for the main event.

Jay has a chance now to get a real run on the all time win record since he won his 30th National a few weeks ago and broke the tie with Kenny Roberts. If he is healthy enough to ride then he could well add another notch in the books.

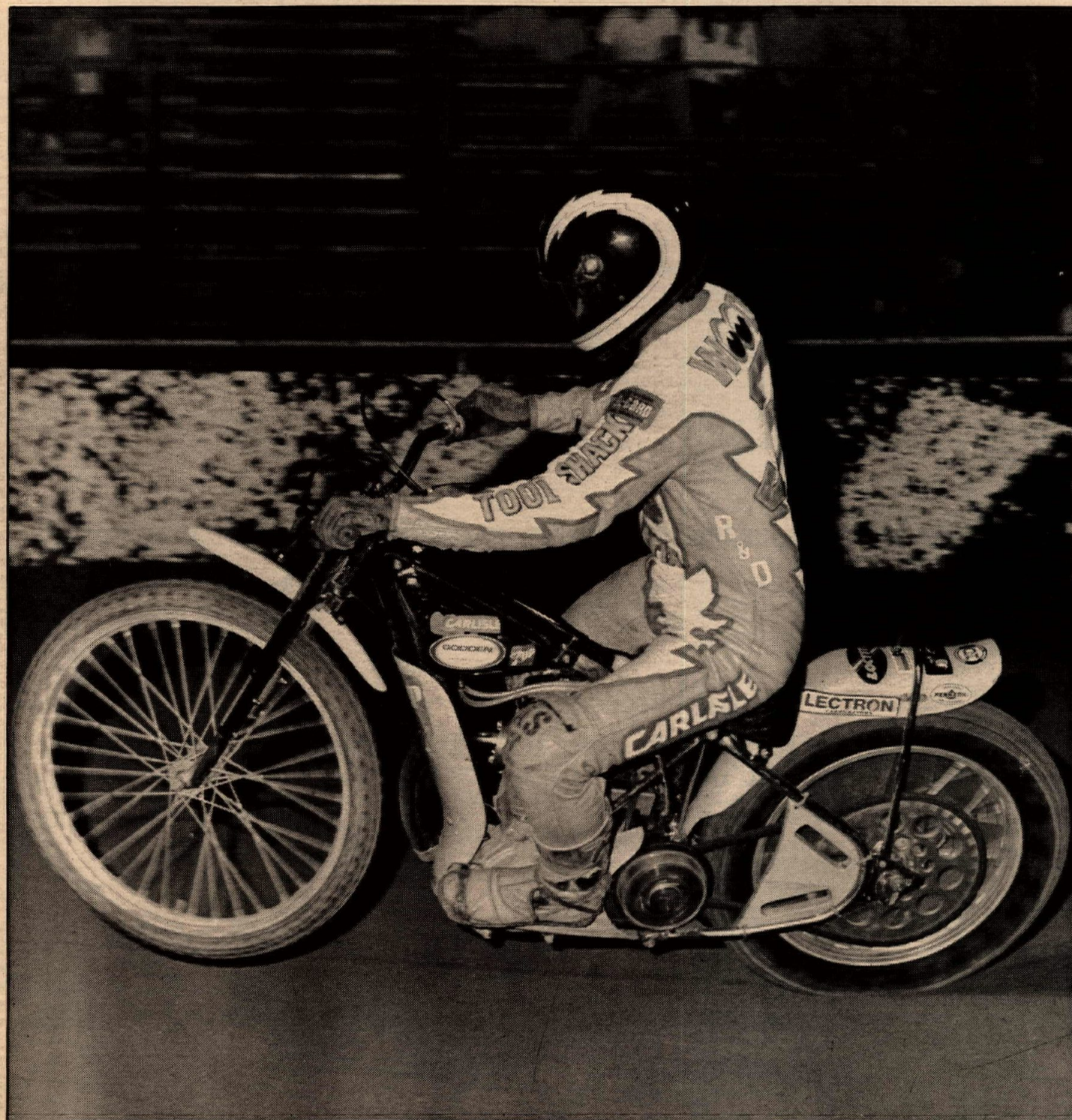
Six former winners of the famed event are entered. The oldest winner is Gary Scott whose win dates back to the '72 season when he was a rookie. But that event was a day race, the only one ever run in the long and colorful series. It was a day event to accommodate TV and featured a narrow slick groove.

Springsteen can get close to yet another record if he wins Ascot. Going in he has 14 half mile Nationals to his credit. The record stands at 18 by Bart Markel, and it's been standing for over 10 years. It is logical to assume that if a rider has won Ascot on three previous occasions and has two wins already this season on dirt, that his chances are better than most.

Jay also will be going for another record of sorts. Again only one rider has ever won the Ascot National four times, again it was the "Flying Flea," Tanner. Stop and think how many talented Experts have entered so many times at Ascot and yet only one ever won it four times. It might be the most difficult record of all to tie or break. It took Sammy eight years to win four. He won the first Ascot back in '59 but was the last rider to qualify for the final and it was a major upset, especially when you consider that he raced a brand new machine that was taken out of the crate less than three days prior to the race. It is all just part of the Ascot lore that will someday be put into book form for all to enjoy.

By the way, Jorgy Jorgensen, who upset the field at Ascot to win the TT last April, is one of those six former winners entered.

SPEEDWAY WEEK



Gene Woods wheelies out of a San Bernardino corner. He won Ventura's Scratch main.

Ermolenko tries the Big Time — he likes it

By Bill Locey

VENTURA CA, APR. 27

Hordes of cheapskates turned out tonight at the Ventura Raceway for cheap beer (25¢) and some cheap thrills (Tuesday night speedway). Gene Woods proved to be a master of good timing by winning the Scratch main on Gene Woods Poster Night. That's two wins in a row for Woods up here.

But the *really* Big News was Guy Ermolenko who got a chance for the Big Time and found it to be no Big Deal as he won all three of his rides including the Handicap main. Originally slated for the 30-yard line in Second Division, a pair of no-shows gave him, as well as Rick Miller, a chance to try it with the Good Guys. In his initial ride, Ermolenko was as smooth as an electric train as he never faltered, and no one got close. Other first round winners were Miller, Rob Pfetzing and "Chargin' Charlie" Morse.

In the third heat of the night, there was a scary looking accident when

Bobby McLain was bumped out of control in turn three and hit Mike Bast with his peg before crashing heavily. Bast, who was in second at the time, shut it down and slid off his bike and lay writhing in pain against the wall. He was carried off the track. As it turned out, Bast *only* suffered a painful bruise — I say *only* because initially it seemed Bast had broken his leg. Bast came back to ride in the Scratch portion of the program. McLain did not return. His bike was mortally crunched, and Bobby left with an arm injury.

In the main, Shane Hawley, also off the zero-yard line, outgated Ermolenko and led for two laps. On the third lap, Ermolenko set him up nicely, got underneath Hawley and cruised on to an easy win. Eddie Ingels passed Hawley on the last lap for second.

In Scratch racing, Woods not only won all three of his rides, but he beat Bast twice — something most riders don't do in a career, let alone in one night. In the main, Woods, in two, outgated Bast off the pole and managed to maintain a four-length lead until the checkered flag. Dan McNeill, who made both mains again, was third followed by Mike Faria.

Young Bob Ott from Torrance won the Second Division main by

plenty after a second place finish last week. The ubiquitous Ed Castro was second.

Chris Mistretta, coming back from an ankle injury, won his heat and the Third Division main for the first time since last June.

Persistent rumors have congealed into a firm maybe that perhaps Long Track Champ John Cook and the Moran brothers may be coming our way soon. Stay tuned.

Results

SCRATCH MAIN: 1. Gene Woods; 2. Mike Bast; 3. Dan McNeill; 4. Mike Faria.

HANDICAP MAIN: 1. Guy Ermolenko; 2. Eddie Ingels; 3. Shane Hawley; 4. McNeill; 5. Shawn McConnell; 6. Rob Pfetzing.

SECOND DIV: 1. Bob Ott; 2. Ed Castro; 3. Kerry Miller; 4. Robin Bourgeois; 5. George Armas; 6. Warren Diem.

THIRD DIV: 1. Chris Mistretta; 2. Steve McFarlane; 3. Keith Rylance; 4. Guy Helderlein; 5. Mike Coniglio; 6. Mike Smart.

MATCH RACE: Gene Woods def. Dubb Ferrell.

Bast, McNeill manhandle Costa Mesa

By Gary Hoffman

COSTA MESA, CA, APR. 30

The racing was hot on what started to be an overcast Friday

night at the Costa Mesa Fairgrounds.

Everyone was thrilled to see Mike Curoso back out after his terrible crash last Friday. Mike would like to thank Seals Ambulance Service and all the people for their support.

Curoso got to prove he was feeling good when, from his outside position in the feature match race, he slipped in front of Dubb Ferrell the moment Ferrell went wide in turn three of the first lap. Dubb got the lead back but went wide again in the last turn, and Curoso took the checkered to the cheers of the crowd.

In the Third Division main event, it was Shane McDonald out first from the zero when four out of six bikes went down in turn two. Everyone was back for the restart, and again McDonald was first. Rusty Jennings was behind followed by John Gant, who went down in turn two after getting hit, which caused the race to be red-flagged and over, with McDonald the winner, Jennings second and Gant third.

The Second Division main was hot with Mike Mazzacane taking the early lead, while Ed Lynch and Rick Miller battled for second. Mazzacane held on to his lead while Miller closed in, made his move and stole second from Lynch. Behind them, Tim McCasland got hit from behind and two went down, causing the red flag to come out, making this main event history. The win went to Mazzacane, second went to Miller and third to Gary Faas.

Moving on to First Division, the Handicap main promised to be a close race, with four riders on the 20 and two on the 30. The tapes went up, and the red flag went out as the race started without Dan McNeill ready. On the restart, Steve Columbo got out first, as McNeill took second and Dennis Bransford third. Phil Gagnon went down in the shuffle for position in turn one.

Columbo held on for a lap until McNeill slid inside in turn two of the second lap. Now it was McNeill out front with Columbo and Bransford behind until the very last lap, when Bransford slid into second, leaving Columbo with third.

Finishing up the evening was the Scratch main event. At the gate it was Mike Faria, sporting his new southern California number "9," on the inside. Dubb Ferrell was in the number two slot, Michael Bast in three and John Sandona on the outside. Bast, as usual, was first out, with Faria in hot pursuit. With Bast extending his lead, Ferrell moved inside Faria for second place. On the final lap, Bast was even farther ahead while Ferrell and Faria battled for second. As the checkered went out it was Bast, Ferrell, Faria and Sandona.

Results

MATCH RACE: 1. Mike Curoso; 2. Dubb Ferrell. THIRD DIV: 1. Shane McDonald; 2. Rusty Jennings; 3. John Gant.

SECOND DIV: 1. Mike Mazzacane; 2. Rick Miller; 3. Gary Faas.

HANDICAP MAIN: 1. Dan McNeill; 2. Dennis Bransford; 3. Steve Columbo.

SCRATCH MAIN: 1. Michael Bast; 2. Dubb Ferrell; Mike Faria; 4. John Sandona.

Christian, Strommer slide to IMS wins

By Scott Daloisio

SAN BERNARDINO, CA, APR. 28

Alan Christian picked up his first victory of the season as he won the controversy-plagued

Scratch main tonight at John LaDouceur's Inland Motorcycle Speedway.

Keith Chrisco (Vans/Hancock Weslake) jumped out front on the start from the pole position ahead of Gene Woods (7-Up/Matrix Godden), Christian (STP Godden) and Dave DeTemple (Dale's Modern Cycle/Snap-On Tools Jawa). The controversy came as the bungee cord used to pull the tapes down by the officials became caught in the crashwall gate. When the tapes were released only the inside portion went all the way up. DeTemple, who was coming from the number four spot, had to duck under the tapes on the outside, causing him to get a poor start.

Chrisco led through turn two when Christian, who had already taken Woods, slipped by for the lead. As Christian began to lengthen his lead, DeTemple began to make up lost ground and pressure Woods for third. The 20-year-old Riverside rider got the job done as they came down for the white flag. Christian continued to add to his lead and took the checkered flag a half straightaway ahead of the race, DeTemple and his father angrily protested the start, but referee Irwin Moon stuck to his guns, calling the race official.

Kurt Strommer (Mt. View Foreign Auto/Hair By Bev Weslake) continued his fine riding in the early season as he took the victory in the Handicap main. Strommer, coming from the 10, took the lead on the start over Rob Pfetzing (Valvoline/P.R.P. Weslake),

Jan Ballard (Ballard Enterprises Jawa) and Jim Lawson (D.J.'s Ticket Service/Part Plus Jawa).

Strommer and Pfetzing bumped their way through the first two corners as the latter tried to force his way through along the pipe. Strommer held him off and assumed total control as they raced down the back chute.

Lawson went into turn three in fourth and came out in second as he got by both Ballard and Pfetzing. Lawson was able to close the distance between himself and Strommer but was unable to catch the San Bernardino resident, who posted his first IMS victory of the season. Following the lead duo were Pfetzing, Eddie Ingels (K Cycle/Hi-Point Jawa), Steve Columbo (Terry's Waterbeds/Hair Factory Jawa) and Ballard.

Seventeen-year-old Mike Mazzacane (D.J.'s Ticket Service/Parts Plus Jawa), riding for the first time since his crash at Ventura, picked up the win in one of the most thrilling Second Division races held in years. Kansas City's Jimmie O'Dell (Lubri Tech Jawa) took the lead on the start from the zero over 10-yard-line starters Mazzacane and Wayne Leutz (S&S Construction/Drake Jawa).

Dennis Briggs (Jim Busby Racing/Hancock Design Godden) immediately went to the cushion, racing around Mazzacane and Leutz to get a shot at O'Dell. Briggs was able to pull even but was unable to get by O'Dell.

While Briggs was trying the outside, Mazzacane had pulled along the

inside with Leutz inches behind, waiting for any of the three front-runners to make a mistake. Briggs was the first rider to drop from the free-for-all as he painfully dislocated his left knee but continued to ride.

O'Dell and Mazzacane continued to go at it side by side until the youngster, who also won his heat race, took the lead at the white flag. O'Dell then bobbled in turn one, letting Shane Hawley (Hendricks GMC/Cal. Coventry Jaguar Weslake), coming from the 30, and Leutz get by. Mazzacane took his first IMS main of the season with Hawley second, O'Dell third, Briggs, who limped home, fourth, Guy Ermolenko (Gaston & Dillon Jawa) fifth and Leutz, who fell in the final corner, sixth.

Talented Randy Blevins (Hancock Design/Grin Products Jawa) rode the outside to take his first-ever IMS Third Division main. Coming from the 10, Blevins took the lead from Brian Speaks (Jawa) in turn four on the opening circuit. New Zealand's Chris Martin (Frank Schuter Jawa) started all the way back on the 30 and moved by Steve Flanagan (Jawa) for third on lap three. Martin and Flanagan both overtook Ken Williams (J.A.P.) as he made contact with the back chute wall on the final lap. For Blevins it was his second victory for the evening. Martin held off Flanagan for second followed by Williams, Speaks and Doug Dubois (Harley-Davidson of Fullerton Jawa).

Alan Christian protege Jordan Duncan took the lead from Ryan Evans at the end of lap two and never

looked back on his way to his first IMS victory of the season in the Junior Speedway main. Following Duncan, who came from the 30, were Dave Busby, defending National Junior Champion Ronnie Corey, Evans, Jaime Finch and Scott Corey.

The entire IMS staff would like to wish a speedy recovery to Cameron Evans who required surgery after being injured in the Junior Speedway main event at Costa Mesa on April 23. Everyone at IMS is looking forward to seeing Cameron at the races in the not too distant future.

Remember, IMS will be dark on May 5, but there will be more action than anyone can handle when John Cook returns from England to do battle with the southern California regulars on May 12. "Cookie," as he is known in England, is one of the most entertaining and talented riders in the world. May 19, all children 12 years old and younger will be admitted free when accompanied by an adult. On hand that night will be BMX ace, "Jumpin' Jim" Pratt, who will astonish you with some of his feats on a bicycle.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Keith Chrisco; 3. Dave DeTemple; 4. Gene Woods.

HANDICAP MAIN: 1. Kurt Strommer; 2. Jim Lawson; 3. Rob Pfetzing; 4. Eddie Ingels; 5. Steve Columbo; 6. Jan Ballard.

SECOND DIV: 1. Mike Mazzacane; 2. Shane Hawley; 3. Jimmie O'Dell; 4. Dennis Briggs; 5. Guy Ermolenko; 6. Wayne Leutz.

THIRD DIV: 1. Randy Blevins; 2. Chris Martin; 3. Steve Flanagan; 4. Ken Williams; 5. Brian Speaks; 6. Doug Dubois.

JR SPDY: 1. Jordan Duncan; 2. Dave Busby; 3. Ronnie Corey; 4. Ryan Evans; 5. Jaime Finch; 6. Scott Corey.

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- Budweiser 500 Kilometer Endurance Race On Exotic Formula I Machinery 2:00

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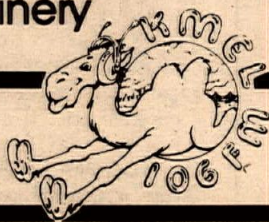
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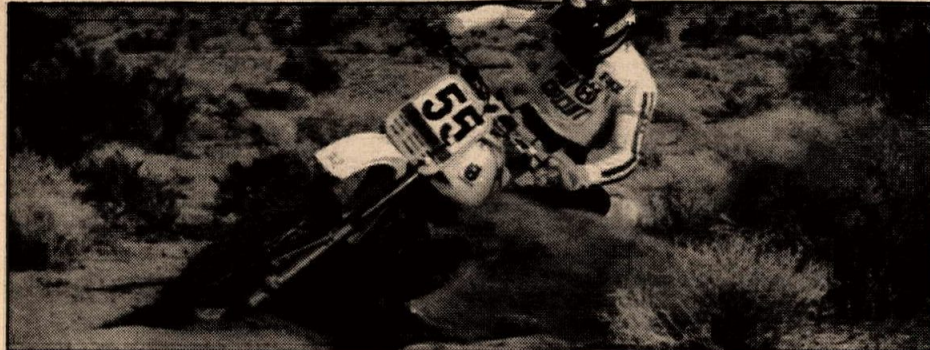


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Dan Ashcraft won the Huntington Beach M.C. hare 'n' hound.

Ashcraft aces HBMC H&H

By Shirley Upp

Photo by Norm Johnson

LUCERNE VALLEY, CA, APR. 25 It was Dan Ashcraft (Hus) who was able to keep his bike running and take the overall win in the Huntington Beach M.C.'s hare 'n' hound at Soggy Dry Lake.

This race ended up being a matter of who could keep going long enough to even get a finish. There were very few riders today that finished without having some sort of problems.

The Expert and Amateur start was off at 9:15 a.m. About a mile and a half past the bomb, it was Ken Upp (KTM) with a 400 yard lead over the next Open rider, Lee Scheffers (Hon). Pie plate #13 was third with Chuck Stearns (Hon) fourth. Chris Crandall (KTM) was next followed by Ashcraft. By this time, Dan Smith was already out with a blown shock. Ashcraft had already seized once. Phil Cloward was up with the front runners. Bill Saltzman was running first Open Vet with Gary Charters first Open Senior.

The Novice and Beginner start was delayed because of a downed rider in the first start. At 9:59 the banner dropped and Dan Seagondollar (C-A) took charge. Past the bomb, Seagondollar on a 250cc had the lead well in hand. Open riders Ron Shuler (Yam) and Ron Patrick were doing some dicing for second. First Beginner was Ron Malm (Hon). Malm was riding his very first race and whoever taught him the tricks of racing, knew exactly what they were doing.

As the leaders were coming into home check, it was now Stearns with the lead. Upp was a close second, but starting to develop problems. Third was Ashcraft with the consistent Scheffers fourth. Crandall was staying close and now running fifth. First 250cc was Doug Winchell (Kaw).

As the first Novice came into sight, it was now hard-charging Open rider Shuler who had taken over the lead. First 250cc was 220X (sorry no name). Seagondollar, who had followed some enduro ribbon and gotten off the course, was now running third and second 250cc. Top C bike Novice was Steve Klien.

As the riders left home check and headed out on their last loop, the leaders were having more problems. Stearns had gotten a flat coming into the pits and deciding to go on, he was finding the course rough going. Upp seized and was out of the race 10 miles into the last loop. Ashcraft had seized a second time on the first loop and would seize four more times on the last loop. The riders had trouble staying on course. Some got lost but were able to pick up the ribbon and get back on course without much delay. As usual with desert racing, the dust

was thick today and riders were thankful for the wind. Doug Winchell, who was running first 250cc, had gotten off hard and was hurting too bad to continue after one loop.

A few miles out from the finish, Stearns got off hard and coming into the finish Ashcraft overtook Stearns and came in for the checkered. Ashcraft said he had too many problems today, but was happy for the win and thanked his sponsor Pro Circuit. Second overall was Stearns, who had a very sore thumb which he had hurt when he crashed. Stearns had a back flat and had put a hole in his engine case which was losing oil. He was lucky to get a finish.

Third was Scheffers, who thanked Hemet Cycle. Fourth was Crandall who had a good ride. Fifth and first 250cc was Ted Hunnicutt, having another good ride. With two flat tires, Saltzman did some rough riding and came in first Open Vet. Charters was first Open Senior across the finish line. Ed Pierce was in for eighth and at ninth overall it was Phil Cloward. Tenth overall and first C bike was Tom Elias. First 250cc Amateur was Mike Fitzgerald. In the Open Amateur class, it was Mark Molina in for first after Bennington took a rock in the goggles, shattering his lens. Jeff had to return to the pits for a new lens. First 250cc Senior was Charlie Goodban. First Senior C bike was Lou Monteron. First 250cc Vet was Tom Holms.

In the Novice class, it was pie plater Jon Gardner taking first in his first race. Shuler was first for points in the Open class. First 250cc was Seagondollar. First C bike was Steve Klien and first Open Vet was Steve Martin.

In the Beginner race, it was Open rider Ron Malm who took first overall. Ron is another rider who rode his first race. Second was 250cc rider Brett Shaner for first in his class. Third overall was Steve Feld (Yam) who took a first in the C bike class. Fourth was Larry Hall (Yam). Fifth was Tim Alkire (Yam). Sixth today was Bob Cooper (Yam). Seventh and first Open Vet was T.F. Bingenheimer (Hus).

In the Women's class, it was Lori Farmer who took first Expert. Lori wanted to thank Lakewood Honda for their support. First Amateur was Cindy McCowen. In the Novice class it was Cheryl Waggoner, Vera Charters, and Sharon Dietz finishing 1-2-3.

All results are unofficial.

Scheffers cops Badgers H&H

By Shirley Upp

RED MOUNTAIN, CA, APR. 18

Lee Scheffers took the challenge this weekend at Red Mountain. He chose the right trails, the right moves, and came across

the finish first in the Badgers tough and rough course.

The good people from American Pro Grip, Kal-Gard, Duralube and PJI all donated their product this weekend to help with what turned out to be a very successful race. The course was two 40-mile loops and the finisher pins should have been the Medal of Valor! It had everything a desert racer would expect and more. It had whoop-de-dooos, hills, rocks, sandwashes and a couple of spots where you could catch your breath before getting ready for the next challenge.

The Experts and Amateurs were off at 10:00 a.m. and the bomb run took out many good riders. Lee Scheffers (Hon) and Bob Balentine (Hon) were working hard on the bomb run trying to find the best trail. Scheffers came in on the same trail Balentine was on and, moving over to find another trail, Balentine got into a lot of rough terrain. Too late, he found himself going too fast. He bailed off hard and was out of the race. Scheffers was now alone in the lead where he likes it.

A mile past the bomb, it was Scheffers coming out of the first canyon with the lead with Chris Crandall (KTM) in hot pursuit. These two riders were to see each other change leads before the first loop was over. Third at this point was Open rider Ron Bauman who also was having a super bomb run. Fourth was first 250cc rider Ted Hunnicutt, but Ted's great ride would only last until after check one as he got a flat tire. Fifth was Phil Cloward (Open) and sixth was Mike Mulconery (Open). These two riders were to do some dicing before Mulconery seized. First Amateur at this point was 250cc rider Mark Torgeson, who was really getting with the program. At one point, Mark was to move up to third overall. First C bike was Tom Elias.

The Novice and Beginner start was at 10:22 a.m. and these guys were off and running, everywhere! As they started on their bomb run about half of them went too far west and getting closer to the bomb, these lost souls had to work their way back toward the bomb. Leading was 250cc rider Bryon Stathan, having a top notch ride. Ace Ron Shuler, having another great run, was running second and first Open rider. Ron Hetherington had his throttle rolled on and was running third (second 250cc). At fourth overall was first Beginner Brett Shaner. First Beginner C bike, running with the front runners, was Robert Olchawa.

Coming into home check, it was Scheffers who had the lead well in hand. Lee had gotten off and Crandall took the lead for awhile until he bailed in the rocks. Lee regained the lead and then held it for the final 40 miles.

Dave Chase, doing some terrific riding, had moved up to third overall. Phillip Cloward was holding it together and staying with the front runners, now up to fourth. Steve Zollinger was fifth and first 250cc Expert after the first loop.

First 250cc Amateur was none other than Mike Fitzgerald (Hus). Mike was riding his first race today as an Amateur and doing a fine job of it. First C bike to home check was hard charging Amateur Fred Heacock. First Open Vet was desert ace Richard Jackson and the leading Open Vet Amateur was Jan Merrison. First in the Open Senior class was Ron Surber. Charlie Goodban was holding down first 250cc Senior.

First Novice and still charging hard was Byron Stathan. Ron Shuler was keeping his mind on nothing but business and still running first Open Novice. First girl was Diane Holman with Jolene Payne the very next bike into home check.

As the riders left home check, it helped to be in good physical condition. If the rough terrain didn't get to you on the first loop, it would on the last time around. The course was marked with white ribbon and the Badgers had warned each and every rider to make sure to only follow the white ribbon. There was an enduro already marked for the following weekend and needless to say there was plenty of ribbon to confuse a rider if he did not pay attention to the color. You couldn't ask for better desert racing weather and each rider intended to get his share of great riding on this weekend.

Lee Scheffers had a near perfect last loop and he made sure he enjoyed it all the more by staying out in front. With his Honda running great, he came into the checkered flag first overall. Lee liked the course and had no trouble staying on it. He said it was a course that made you work hard and at the same time enjoy every whoop-de-doo. For his reward, Scheffers received a Yashica 35mm camera that went to first overall. Scheffers also wanted to thank his sponsor Hemet Cycle. Second overall was Crandall, who said the course was one rough ride; he was dead tired. Third was another Open rider, Chase while fourth went to Cloward.

Fifth and first 250cc was Zollinger. First 250cc Amateur was Fitzgerald and in his first ride as an Amateur, to finish sixth overall is nothing but fine riding. Seventh was Paul Christenson, another 250cc rider. Eighth was first Open Vet Richard Jackson. Ninth was first Amateur C bike Heacock and rounding out the top 10 was Ray Conway.

First Open Amateur was Jeff Bennington. First Open Amateur Vet was Jan Merrison. First 250cc Vet Amateur in was David Kersting. Top 250cc Vet Expert was Ray Waldraum. First Open Senior today was super Ron Surber. In the 250cc Senior class, top honors went to good guy Charlie Goodban. The first Senior C bike had Rod Lundstrom aboard. Jolene Payne took first today in the women's class. Jolene said she was really tired. It was a hard course!

In the Novice class, it was hard charging Stathan on his 250cc who took the overall win. Byron also received an electric razor for his effort today. First Open Novice was Shuler. First Novice in for the win in the C bike class was speedster Larry George. First Vet Novice in the Open class was Steve Martin.

The Beginner class was topped today by Jame Davenport, first overall and first Open. Second overall and first 250cc was Robert Cooper. Third was another 250cc rider, Robert Hall. Fourth was Gerald Segler. Fifth was Dwayne Dunn. Sixth was another speedster Eric Dorler. Seventh was Loren Holtzen. Eighth overall was Lee Lindsey and ninth was Chuck Bordenave. Holding down the 10th spot today was John Reed. First C bike was Robert Olchawa. All these fine riders did some outstanding riding today.

The Badgers want to thank all the sponsors who donated their great products for this race. Thanks to the riders for their support!

All results mentioned in this article are unofficial.

Walters tops CRC Hobo 100 enduro

By Sylvester Bogard

LUCERNE VALLEY, CA, APR. 18 Round three of the California Golden State Enduro Championship series was hosted by the California Racing Club with new Can-Am support rider Tracy Walters taking the overall win.

Walters moved up from the 200cc class this year to a 250cc and responded by beating out *Dirt Bike Magazine* editor Tom Webb (Mai). Both lost just one point but the enduro was won at the end of the second loop where Webb was caught sleeping in a well disguised special test. Said Webb, "It was a great section, fooled me completely. It was just 3.2 miles from the finish and just 24 mph. I figured it to be just a cruise section and was sorta loafing when I looked at my clock and was horrified to see I was a full minute late! I started hauling and just made the finish check on time with two seconds to spare. However, it was a secret check and a tie-breaker so I dropped a bunch of seconds. Tracy rode a mistake-free race and deserved to win." Webb was mounted on a new Maico 490 test bike. The 1981 Golden State Champion, Dave Bertram, from northern California, took third overall on his 430WR Husky. Bertram, a Husky support rider, edged out another Nor Cal rider, Jeff Irwin. Both dropped

just two points.

In at fifth overall, first B rider, was Tim Crowder with an excellent two point rider. Tim will probably be an A rider very soon with rides like that.

The three loop, 100-mile enduro attracted 600 riders. While CRC is a family enduro circuit, the courses have been set up to take a point or two away from even the top riders, yet allowing the family riders to have a good, fun ride, an ideal combination.

The C riders only had to ride two loops while the Mini and under 16 riders only had to tackle the first. All three loops were right around 35 miles each, and each loop had its own distinctive personality. One of CRC's rules is to allow no late points for two and three loop riders on the first loop to allow parents to shepherd their "flock" without worrying about losing points. A good idea. The first loop consisted of a lot of fairly flat terrain with a couple of "tight" sections thrown in to take some points away. The only one loop rider to zero the loop, Mini A rider Todd Johnson, dropped just 34 seconds. The Mini riders dominated with Mini B Scott Jacobsen (Yam) losing 1:40 to edge out Robert Wranosky just two seconds back. First woman in was Caroline Holsted with a 1:51 score.

The second loop came with a warning in the riders' instructions: Lots of sand, trials tires and minis not recommended. And a very tricky check at three miles out caught a whole lot of riders early. Now most riders knew there could be a check right at three

miles, but a tricky rocky downhill at 2.8 panicked some riders and as they approached the three mile point through some large rocks, the check was hidden very cleverly around a slight bend where the course could be seen continuing on its way. Poor Garner Palenske (Mai), D-37 number one 250cc rider. He had the mileage slightly off and was trying to edge ahead and hit the check three minutes early! That blew a very good ride, taking away a sure top five finish. Another rider to bite the dust at the check was Husky-sponsored Jon Miller, also three minutes early. Palenske protested the check and rode the section with course layout chief Larry Langley. The check proved to be well within the .1 of a mile error factor allowed and the check stayed.

The loop then continued east into the far end of Johnson Valley where most of the riders hadn't ridden in a while, down into the sand dune area and then down a nasty steep sand downhill. From there on for awhile, it was sand, sand, sand. "Better than good old Lucerne Valley rocks," commented one rider. Just 3.2 miles from the end of the loop was the check-in to the aforementioned special test. Most riders were at least one minute late. First overall two loop rider, losing just one point, was Gerald Laframboise, an Open C rider. CRC referee Art Jensen has already transferred Laframboise to B rider. Five riders turned in two point rides with 250cc C rider Rick Jaeger leading the way for second overall two loop rider.

Debbie Newland, wife of AA rider Greg Newland, won the A Woman class with a 40 point loss.

The third loop was for AA, A and B riders only. CRC utilized parts of the first loop and then split off into new sections for the third loop. At 3.5 miles out a check-in kept the riders honest for the special test. No riders zeroed this 3.0 mile section, the best score was a one point loss. After a reset to get back on time, the riders found themselves into a tight section where on the first loop that had ridden at 18 mph. Now they were expected to average 24 mph and a whole bunch were caught when CRC set up a check just into the section! Those early points really hurt. Again the course split and went north into Johnson Valley into a little used section. Coming back out onto a road, the course went cross-country around a little hill where the last secret check was waiting. Again a number of riders were caught early as CRC concentrated on sneaky checks.

Results

THREE LOOPS: 1. Tracy Walters (1.90); 2. Tom Webb (1.108); 3. David Bertram (2.127); 4. Jeff Irwin (2.143); 5. Tim Crowder (2.187); 6. Robb Mesecher (3.168); 7. (TIE) Kenny McLean/Greg Newland (3.176); 9. Harry Keast (3.183); 10. Brett Tilly (3.187).

TWO LOOPS: 1. Gerald Laframboise (1.81); 2. Rick Jaeger (2.124); 3. Tom Phoenix (2.135); 4. Gary D. Smith (2.138); 5. Harry Mulder (2.163); 6. Phil Williams (2.165); 7. Michael Bomer (3.147); 8. Blair Laframboise (3.162); 9. (TIE) John Bingham/Bob Loenhorst (3.166).

ONE LOOP: 1. Todd Johnson (0.34); 2. Scott Jacobsen (1.40); 3. Robert J. Wranosky (1.42); 4. Paul Advay (1.43); 5. (TIE) Caroline Holsted/Ky Kleiber (1.51); 7. Steve Rifenburg (1.66); 8. (TIE) Dennis Snow/Tracy McClellan (1.67); 10. Billy Huston (1.70).

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Don Turk on his way to tierra firma at Speedway 117.

Dubach does in CRC Saddleback

By Tom Corley

ORANGE, CA, APR. 25

Doug Dubach and Greg Zitterkopf made the most of the California Racing Club's small turnout by gathering all the Pro cash they could today at Saddleback Park. Dubach took the largest pile of 125cc cash while Zitterkopf took a plethora of pesos by pounding both the 250 and Open classes.

There were seven competitors in the 125cc Pro class, and in the opening moto they shuffled places. Harley Hall is a rookie in the 125cc Pro class, yet he was leading the others for most of the race. Team Green's Tracy Meeks is even less experienced as a Pro, but he is upsetting many of the top riders. Meeks was running second while eventual winner Doug Dubach of Orange County Cycle was third. Dubach didn't get the best start, but his experience made the difference as he knew right where to pass the leading riders. With two laps to go, Dubach slid by Meeks and did the same trick to Hall on the final lap.

Dubach took a beautiful start in the final moto, but faced another dilemma a few laps later. Mark Denning, a *Motocross Action* Magazine test rider, was running second till Meeks passed him on a rough uphill section. Steve Donny fell on an uphill, and this ruined his chances. Dubach met up with Donny, and while trying to pass, he fell and lost his lead. Then it was a matter of whether Dubach would be able to catch up to Meeks and Denning, who got by. Dubach was able to zap Denning, but Meeks was out of his sights. When the checkered flag came out, it was Meeks, Dubach and Hall. A 1-2 finish gave Dubach the victory over Meeks and Hall.

Greg Zitterkopf had one of his most successful days ever. He won all

four motos that he entered. The Montclair Yamaha rider powered to the first 250cc Pro moto win. Ceet Racing employee Jim Brodie took his Honda to second while Kal-Gard's Craig Cable placed third.

The final 250cc Pro moto was more exciting. Cable had a good start but slid out and moved back to fourth. Brodie was in second but dropped back a couple of places, although he was able to regain second and trailed behind the leader Zitterkopf till the end. Two firsts gave Zitterkopf the top money over Brodie and Pat Weber who had a 4-3 tally.

There were only four 500cc Pro riders. Premier Yamaha's Glen Senecal was the runner-up to Zitterkopf. Glen felt that the track had too many small jumps and resembled a night course. He wasn't able to go as fast on his Yamaha 490 because of this.

Sam Storer is yet another Mini Expert rider who is on the loose and after the 125cc Intermediate class. Storer is a Team Green rider, and this was only his third 125cc race. He did well in the World Mini Grand Prix, taking a second in the 125cc Stock Intermediate race. Today, he got it together to take first place. Storer won the first moto ahead of Rincon Kawasaki's Jason Rincon and Ti Swartz.

These competitors ran out of luck in the second moto. Storer had first place secured and was followed by Rincon. Then Rincon fell in a corner before the downhill doubles and DNF. Swartz inherited second, but he came to a halt and DNF. Ryan Roberts, who just won the 125cc Intermediate class at Ascot took over second. Storer had his goggles around his arm and looked relaxed as he came though the finish first overall honors. Jim Pearson's 5-3 tally was one point better than Ryan Roberts' 7-2 tally, and that decided second overall.

Results

MINI BEG: 1. Gary Trachy (Suz); 2. Bryan Pruitt (Yam); 3. Jason Collier (Suz).
MINI NOV: 1. Scott Brodie (Yam); 2. Ramon Dominguez (Yam); 3. Ron West (Kaw).
MINI INT: 1. Greg Trachy (Yam); 2. Pat Beckley (Yam); 3. Randy Gatica (Yam).



New Pro Tracy Meeks blasted to second place in CRC's Saddleback MX.

125 BEG: 1. Chris Mickles (Kaw); 2. Steve Jensen (Suz); 3. Mark Gibson (Yam).
125 NOV: 1. Michael Knapp (Kaw); 2. Greg Wolfe (Suz); 3. Joseph Crouche (Suz).
125 INT: 1. Sam Storer (Kaw); 2. Jim Pearson; 3. Ryan Roberts (Hon).
125 PRO: 1. Doug Dubach (Yam); 2. Tracy Meeks (Kaw); 3. Harley Hall (Suz).
250 BEG: 1. Alan Seaman (Kaw); 2. Greg Nash (Hon); 3. Monte Smetherman (Yam).
250 NOV: 1. Steve Adamson (Suz); 2. Mark White (Hon); 3. Dave Jones (Yam).
250 INT: 1. Gary Adams (Hon); 2. Kevin Brown (Suz); 3. Rusty Hannah (Suz).
250 PRO: 1. Greg Zitterkopf (Yam); 2. Jim Brodie (Hon); 3. Pat Weber (Suz).
500 BEG/NOV: 1. Ruben Falcon (Yam); 2. Mark Leo (Mai); 3. Monte Lutz (Yam).
500 INT: 1. Tim Harris (Yam); 2. Tim Carter (Yam); 3. Dempsey Stocker (Hon).
500 PRO: 1. Greg Zitterkopf (Yam); 2. Glen Senecal (Yam); 3. Jim Roy (Suz).
VET JR: 1. Kurt Sofka (Suz).
VET INT: 1. Ray Pisarski (Hon).
VET SR: 1. Jim Beltinck (Mai).

Williams/Ballner bag SNRR endurance RR

By Don Akers

LAS VEGAS, NV, APR. 25

Mike Williams and John Ballner, on their Honda-Kawasaki of Las Vegas-sponsored KZ1000, were the unofficial winners of the annual Southern Nevada Road Racers four-hour endurance race. (Unofficial because at this time the score keepers are still adding up lap times and checking for errors on lap sheet.)

The weather cooperated beautifully with a balmy 80 degree day and very little wind for this grueling test of man and machine. The lead changed hands frequently early on in the race with the Williams/Ballner team trading places with the team of Jack Baker/Slim Stephens on their Nevada Yamaha-sponsored Seca and the Kawasaki West entry ridden by Bob Betke and Jon Parisena.

As the race progressed into the second hour, the Baker/Stephens bike came into the pits with a low tire. A quick shot of air got it back out while the pit crew prepared to do a wheel change. Two laps later, it was back in, and the rear tire was changed, but the lost time proved to be irrecoverable. Meanwhile, the Williams/Ballner bike and the Betke/Parisena machine were having trouble-free rides.

Not so with some of the other entries. The maiden voyage of the turbo-charged GPz, sponsored by Wildlife Performance and ridden by Ed Malkiewicz and Phil Florian, was interrupted by a crash in turn three about an hour and a half into the race. After carting the remains back to the pits, the Wildlife pit crew got into some heavy frame straightening and general refurbishing.

They re-entered the race way down on laps but determined to finish. Finish they did, but not without more crash related problems. Blown fuses brought them into the pits twice more until one of the pit crew did some artful disconnecting with a pair of wire cutters! Then an oil cooler line broke. Undaunted, they kept repairing it and sending it back out. Hats off to this hard working pit crew; they ought to get a trophy for sheer determination!

Also on the hard luck side were the Bruce Haupt/Tedd Brandes GS750 and the GPz550 ridden by Lance Owens and Henry Tecsa. The Haupt/Brandes bike fried the ignition coils and despite some frantic pit work, were forced to drop out. The Owens/Tecsa entry also had to drop out when ultra-white spark plugs told a tale of a drastically lean condition.

Back in the pack, but still within striking distance, were three hard charging teams. The High Desert Kawasaki team of Stephen Shelton/Roy Flora from Victorville, CA, the Star Cycle-Kawasaki Corral team of Mick Frew/Pat Palmer from Tucson, AZ, and local riders Bill Reid/Danny Wagner were all dicing it out for position. The Reid/Wagner team had opted for hard compound tires for long wear, and the logic held good. The tires went the distance. Unfortunately, the poor traction offered by that same hard compound slowly moved them back out of contention.

At the finish line, it was Williams/Ballner first, Baker/Stephens second, Shelton/Flora third, Frew/Palmer fourth, Reid/Wagner fifth and the battered but unbowed Malkiewicz/Florian sixth. (The Betke/Parisena team was disqualified when errors were discovered in their score keeping, a disappointing finish to a great ride by these two talented riders.)

In the 500cc class, the GS450 sponsored by Wildlife Performance and ridden by Jim Cox and Bob Jordan took the class win after being challenged frequently by the Nevada Yamaha entry ridden by Mike VanNatta and Jody Morgan. Steve Kopp and Jan Kay, riding an aging RD400, took the third spot in this class. A little mental calculation pointed out that the Cox/Jordan Suzuki could have taken a third place in the Open class had they been entered in it. Not a bad showing by any standards and even more remarkable when you realize that both of these riders are rookies!

King, Hopwood assault Speedway 117 CMC night MX

By Myron Hemley

CHULA VISTA, CA, APR. 21

When the racing was over, it was Mark King winning 125cc Junior and David Hopwood 125cc Pro tonight at Speedway 117's weekly Continental Motosports Club MX.

John White took the win in the first moto of the 125cc Juniors after a fourth place start. White moved into third on the second lap when Chris Carpenter fell, dropping out of the top 10. White took over second, passing Eric Solorzano and then moved into the lead passing Ken Hardy.

Finishing second was King after he

got an eighth place start and quickly moved through the pack into sixth on the second lap and fourth place on the third. Solorzano and Hardy forced King to work for second, which he did, till he held it on over a jump and forced his way through the inside of a berm on the ninth lap to take over second. In third was Solorzano after passing Hardy on the eighth lap, giving Hardy fourth. Holding fifth from start to finish was Jim Breen.

At the start of the second moto, Breen took the holeshot ahead of King, John Yonedura, Hardy, White and Solorzano. King took over the lead on the second lap when he passed Breen over the quadruple jump. Halfway through the same lap, Breen fell going off a jump and DNF the moto. White and Solorzano both passed Hardy on the fifth lap for third and fourth. Solorzano then went from fourth to second, passing both White and Yonedura. King held onto the lead for the win with Solorzano closing fast in second. Finishing third was White after dicing with Yonedura in the last three laps before finally passing him on the last lap. Hardy finished fifth to round out the top five.

In the 125cc Pros, Don Turk blasted out to an early lead over David Hopwood, Terry Murray, Scott Meyer and Jon Faure. Hopwood slid out at the start of the second lap and dropped to fourth behind Meyer. Murray moved up to dice with Turk for the lead on the eighth and ninth lap. On the 10th lap, Murray tried to force his way through on the inside of Turk in the

91X Shakane but couldn't hold the line and fell, dropping to fourth. Turk rode the last two laps unchallenged to the win with Meyer second, Hopwood third, Murray fourth and Faure fifth.

In the second moto, Hopwood held the lead at the end of the first lap ahead of Faure, Murray, Meyer and Turk. Murray moved into second, passing Faure. Turk took over fourth when he passed Meyer diving to the inside of a turn, forcing Meyer to go off the track. Meyer came back onto the track but not in the same place; according to CMC rules you must return to the track where you leave.

Turk moved up to dice with Faure on the fifth lap but bailed off going over a jump, dropping back to fifth. Holding the lead was Hopwood, but only till the eighth lap when he slid out coming out of the PB Honda Big Berm.

Murray moved into the lead but for only a lap when he slid out and dropped to fourth behind Hopwood. Faure took over the lead from Murray and held it to the end for the win. Finishing second was Meyer, though he was scored fifth due to cutting the track, giving second to Hopwood, third to Murray, fourth to Turk, and Meyer fifth.

Results

JR: 1. Eddie Gaumont (Yam); 2. Lars E. Larsson (Yam).
MINI JR: 1. Larry Thompson (Hon); 2. John Flores (Suz); 3. David Utley (Yam).
MINI INT: 1. Eric Dickerhoff (Kaw); 2. Lance Barnett (Yam); 3. Ramon Dominguez (Yam).
125 JR: 1. Mark King (Suz); 2. John White (Hon); 3. Eric Solorzano (Yam).

125 INT: 1. Rodolfo Sevilla (Yam); 2. Malcolm McCassy (Hon); 3. Ken Dunlap (Hon).
125 PRO: 1. David Hopwood (Hon); 2. Don Turk (Suz); 3. Jon Faure (Hon).
250 JR: 1. Kurt Fryling (Suz); 2. Rick Romio (Yam); 3. Donald Connelly (Hon).
250 INT: 1. Kevin Thompson (Yam); 2. Brian Craw (Yam); 3. Brian Showalter (Hon).
250 PRO: 1. Scott Meyer (Yam); 2. Chris Harold (Yam).
500 JR: 1. Frank Thomason (Hus); 2. William Murray (Suz); 3. Steve Kosman (Yam).
500 INT: 1. Tim Henderson (Hon); 2. Keith Lynas (Hon).
500 PRO: 1. Kirk Grissom (Hon).

Dircks digs in for Arizona MX championship

By Pam Hardin

PHOENIX, AZ, APR. 25

Whenever there are two riders who are at the same level and always seem to be out of the hole first and second, you can be sure that there will be no love lost between them. And when a win could mean the title of Arizona State Champion, you can also expect to see some hard, no-hands-barred riding, as in the case of the 125cc Expert class today at Canyon Raceway.

In the last race of the championship, Chappy Blose got there first, but point leader Drey Dircks was close behind. After about three laps of pressure from Dircks, Blose lost it over Death Pit. Dircks seemed to have the momentum to take the win almost unchallenged as Blose was a good three seconds behind.

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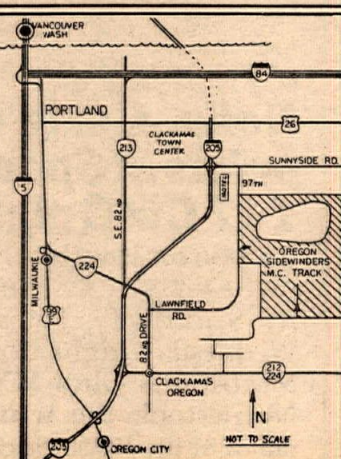
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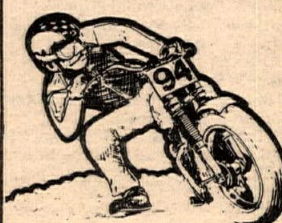
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(Left) Don Turk leads eventual winner Robert Nolin in Speedway 117 125cc Pro Action. (Above) Dave Gerig (1) bested Kirk Grisson (81) in 500cc Pro.

very hard working throttle wrist got him ahead with four minutes remaining in the moto. Dircks, now in second, pulled over with a problem throttle, and a bigger problem with anxious fans trying to help.

Blose protested, but track officials found that Dircks was not helped in any way and the protest was disallowed.

With this fresh in both riders' minds, it would be a slight understatement to say that this was not a grudge moto between them in round two. Both came out the hole the same as the first moto.

It was a waiting game played by Dircks that paid off when Blose once again showed his human side and slipped up. It seemed to be a comedy of errors when Dircks went over the wall berm, but not many people laughed. He straddled his Suzuki mount just in time to see Blose fly by.

However, Blose got too wild and ended up taking a trip into one of the many wilderness areas of the track. After communing with nature, Blose seemed to have lost all the momentum to catch Dircks who cruised in for the win and the title.

Results

Y-ZINGER: 1. Chuckie Cook (Yam); 2. Brian Cook (Yam); 3. Timmy Clatone (Itt).
 PEE WEE NOV: 1. Chuck Berry (Yam); 2. Kevin Cook (Yam); 3. Chip Young (Yam).
 PEE WEE AM: 1. Brent Wineland (Yam); 2. Wes Parker (Yam); 3. Grady Ingram (Yam).
 80 BEG: 1. Rachel Hurlburt (Yam); 2. Pat Laughran (Yam); 3. Paul Pedersen (Yam).
 80 NOV: 1. Billy Carlson (Yam); 2. Tracy Reeves (Kaw); 3. Bobby Arnold (Yam).
 80 AM: 1. Shaun Kalos (Suz); 2. Dennis Parker (Yam); 3. John Moran (Yam).
 80 EX: 1. Bryan Bruner (Kaw); 2. Stev Brooks (Yam); 3. Robert Mason (Kaw).
 105: 1. Bill Dalton (Hon); 2. Robert Mason (Kaw); 3. Bryan Bruner (Kaw).
 125 BEG: 1. Blue Robinette (Yam); 2. Duane Ramsey (Hon); 3. John Humphrey (Yam).
 125 NOV: 1. Ed Harrington (Yam); 2. Kip Schwabe (Yam); 3. Terry Cross (Kaw).
 125 AM: 1. Riche Dobbs (Yam); 2. Steven Belluzzi (Hon); 3. Paul Bowman (Kaw).
 125 EX: 1. Drewy Dircks (Suz); 2. Chappy Blose (Suz); 3. Mark Meredith (Kaw).
 250 BEG: 1. Evan Estrate (Hon); 2. Clay Shalley (Hon); 3. Chris Strebe (Kaw).
 250 NOV: 1. Bob Tomaw (Suz); 2. Dave Derrin (Yam); 3. Nick Frank (Suz).
 250 AM: 1. Brett Buckner (Hon); 2. Craig Stair (Yam); 3. Larry Witt (Suz).
 250 EX: 1. Bobby Belluzzi (Hon); 2. Rick Nagle (Hon); 3. Mark Meredith (Kaw).
 OPEN BEG: 1. John Hernandez (Hon); 2. Marty Breedlove (Suz); 3. Bill Ramsey (Hon).

OPEN NOV: 1. Rick Hinchliff; 2. Tom Hensley; 3. Mike Beeny.
 OPEN AM: 1. Bill White (Suz); 2. Glenn Dawson (Hon); 3. Larry Noel (Yam).
 OPEN EX: 1. Jay Perkins (Yam); 2. Bryan Hayes (Yam).
 OT NOV: 1. Robert Dean (Hon); 2. Larry Rinehart (Hon); 3. John Turma (Hus).
 OT AM: 1. Tim Kennedy (Yam); 2. Monte Whittaker (Yam); 3. Mike McIntyre (Hon).

Shoemaker, Olson duel at the Dunes' OT MX

By Bob Alloy

VALENCIA, CA, APR. 18

The Old Timer action today was at the Shadow Glen at Indian Dunes and a beautiful spring day it was. The track had a few changes, but there was still lots of that ever-present sand. Fifty-three Old Timers were out there to battle the six laps per class for top honors.

Master Larry Shoemaker and "Movin' Marv" Olson can always guarantee an exciting moto whenever they get together, and it is fascinating to watch them. Shoemaker took command of the track and led for two laps before "Movin' Marv" blasted in the lead and stayed charged right up to the checkers four laps later. Shoemaker was there in second all the time in hot pursuit.

The second moto began with Olson out into the lead, but by lap two, Shoemaker had taken over. The battle was on. However, Shoemaker managed to fight Olson off and get the win with Olson right there for second.

Expert Ted Holt found the winning line right at the start, and he didn't blow it. He just kept on leading all the other Experts to the finish for the big win. Bob Crandall also knew the right things to do for second. Hal Grady roared in with third.

Moto two began with Holt out there with the power, and he held on for four laps, when Hal Grady passed by and just took over the lead and won. Holt was there for second, and Chuck Nation blasted in with third.

Jim Cooke led 18 other Amateurs to the first turn and stayed in power for three laps. Gabe Gutierrez slipped by Cooke to take the lead which he kept to the checkers. Al Smith blasted through all that deep sand and found himself in second. Cooke got there with third followed by Howard Davis.

Lots of action was found in the second moto. The lead changed more than a couple of times. Beginning things was Cooke grabbing the hole-shot and leading for one lap before Davis took command for a lap. Then it was Al Smith with the power, and he definitely wanted the win, so he took the lead to finish with that well-deserved first. Burley was in second, Gutierrez took third, and Davis finished in fourth.

Novice Ray Montoya, who has been away for quite some time, came back riding a KDX175 Kawasaki which really blasted away for three laps. Richard Fettel then took over and went on to win. Ray came in with second, followed by John Leisner and Connie Holt.

The second moto saw Dave Blodgett lead for two laps. Montoya passed Dave after lap two and carried it for two more laps. Richard Guthrie then took the lead and went on to win. Montoya was in for second, Leisner third and Blodgett got fourth place.

Results

MASTERS: 1. Larry Shoemaker (Yam); 2. Marvin Olson (Mai); 3. Bob Millner (Yam).
 EX: 1. Ted Holt (Yam); 2. Hal Grady (Hus); 3. Buzz Moeller (Hus).
 AM: 1. Al Smith (Yam); 2. Gabe Gutierrez (Mai); 3. Howard Davis (Suz).
 NOV: 1. Ray Montoya (Kaw); 2. John Leisner (Hon); 3. Richard Fettel (Yam).

Nolin, Gerig take points at Speedway 117 CMC night MX

By Myron Hemley

CHULA VISTA, CA, APR. 14

At Speedway 117's weekly Wednesday night Continental Motosports Club MX, Robert Nolin took the win in both motos of the 125cc Pros, and David Gerig's 2-2 topped the 500cc Pros.

In the first moto of the 125s, Nolin held the lead at the end of the first lap ahead of Terry Murray, David Hopwood, Don Turk, Craig Dale and Jeff Prieur who fell at the start. Nolin felt a lot of pressure from Murray as they slowly pulled away from the pack. Murray stayed within a couple of bikelengths till he fell in a turn after getting a little crazy off a jump with no brakes, dropping to fifth. Hopwood moved into second but lost it two laps later to Turk over a series of quick jumps. Nolin took the win with a 10-second lead over Turk, Hopwood, Dale, Murray and Prieur.

In the second moto, Turk blasted into the lead with Nolin, Dale, Prieur, Murray and Hopwood all in tow. Murray moved into fourth, passing Prieur on the fourth lap. On the next lap, Nolin passed Turk on the back side for the lead, and Murray moved into third when he passed Dale in the "91X Shakane." Dale stayed with Murray and regained third, passing him over the quadruple jump. When the checkered flag came out, Nolin held a six-second lead over Turk. Murray finished third when Dale fell trying to pass Turk in the last berm before the finish line. Hopwood moved up to fourth, Dale remounted for fifth, and Prieur took sixth.

At the start of the 500s Ted Hoyt took the holeshot over Bill Jewell, Dale Anderson, Kirk Grissom and David Gerig. Anderson slid out on the third lap and dropped to fifth behind Grissom and Gerig. Grissom passed Jewell on the seventh lap, taking over second. Grissom then moved up to battle for the lead till he fell and took Jewell with him when he tried to pass Hoyt. Hoyt held onto his lead for the win with Gerig taking second, Anderson third, Dave Eropkin fourth, Grissom fifth and Jewell sixth.

In the second moto, Gerig took the lead out of the gate and into the first turn ahead of Hoyt, Randy Norman, Grissom and Eropkin. Hoyt went down in the first turn and dropped to the back of the pack. Grissom passed Norman for second and then passed Gerig for the lead over the last jump of the lap. Anderson moved into

third on the fourth lap by passing Norman. Norman dropped back two more positions when he was passed by Eropkin and Jewell. Grissom took the win with a small lead over Gerig, Anderson, Eropkin, Jewell and Hoyt, who worked back up to sixth.

Results

JR CYCLES: 1. Erik Larsson (Yam).
MINI JR: 1. John Flores (Suz); 2. Larry Thompson (Hon); 3. Steve Furuya (Yam).
125 JR: 1. John White (Hon); 2. Mark King (Suz); 3. Eric Solorzano (Kaw).
125 INT: 1. Chris Shaw (Suz).
125 PRO: 1. Robert Nolin (Yam); 2. Don Turk (Suz); 3. David Hopwood (Hon).
250 JR: 1. Donald Connelly (Hon); 2. Alan Seaman (Kaw); 3. Rick Romio (Yam).
250 INT: 1. Chris Shaw (Suz); 2. Brian Craw (Yam); 3. Kevin Thompson (Yam).
250 PRO: 1. Woody Carlson (Yam); 2. Tom Browne (Kaw); 3. Scott Meyer (Yam).
500 JR: 1. Monte Lutz (Yam); 2. Frank Thomason (Hus); 3. Steve Kosmam (Yam).
500 INT: 1. Tim Henderson (Hon); 2. Jessie Santiago (Yam).
500 PRO: 1. David Gerig (Hus); 2. Kirk Grissom (Hon); 3. Dale Anderson (Mai).
VET MASTERS: 1. Ed Ellis (Yam).

West goes best at Corona night MX

By Kit Palmer

CORONA, CA, APR. 23

When temperatures go up, so does the turnout of nighttime motocross racers. Such was the case tonight at Corona Raceway.

Taking advantage of the excellent summer-like conditions was Kawasaki-mounted Steve West. West had to work hard for the win in the 125cc Intermediate class after tangling with Jason Rincon of Rincon Kawasaki all night long. Both riders traded moto victories, but it was West who won the deciding second moto.

It all began with the start of the first moto when the 10-plus 125cc Intermediates jammed into the first turn, but it was West who showed everyone how it's done by capturing the lead. Hot upon West's rear fender were Rincon, Donny Myron (Suz) and Andy Kaplan (Suz).

For the next two laps, Rincon began searching for a way past West. On the third lap, Rincon saw his chance and roosted by West, taking over the lead.

Kaplan, in the meantime, had also found a way past Myron for third. For the remainder of the race Rincon managed to hold back West for the win. Kaplan took third while Myron settled for fourth.

The start of the second moto saw West again grab the holeshot while Rincon, Ronald Hung (Yam) and Francisco Bucheli (Suz) trailed. West learned his lesson from the first moto not to let Rincon by. So West held the throttle wide open, keeping Rincon at bay. Paul Herman, after getting off to a slow start, picked off enough riders to claim the third position. Kaplan worked his way into fourth. In the end, West managed to hold back Rincon for the win. Herman settled for third while Kaplan accepted fourth.

It was a sleeper night for Suzuki support rider Don Griewe. All he did was win both the 250 and 500cc Pro classes. But Griewe had a bit of a nightmare about one particular rider on a green motorcycle. That one rider was Rick Rodgers (Kaw), who gave Griewe a tough time in the first moto of the 250cc Pro class. Griewe grabbed the early lead, but Rodgers and Jack Scott (Yam) were peering down on the Suzuki pilot.

At the halfway point, Rodgers snuck by the leader, but Rodgers slipped up on the next lap, giving the top spot back to Griewe. Griewe took

the win followed by Rodgers and Scott.

Griewe again stole the lead at the start of the second moto while Rodgers pursued in second. But Rodgers dropped out midway through the race, handing Griewe the easy victory. Scott settled for second.

A team of Pee Wee riders came out to Corona Raceway to do battle under the lights. David Ochoa (Yam) put together two flawless rides for a 1-1 combination. Second went to Kayle Leogrande (Yam) after he traded 3-2 scores with third place finisher Dale Smart (Yam). Finishing the evening in fourth was Judd Scanlan (Yam).

Results

HIGH SCHOOL
MINI SR: 1. Mike Meier (Yam); 2. Jim Spas (Yam); 3. Andy Rainer (Yam).
125 NOV: 1. Steve Johnsen; 2. Kurt Strand; 3. Sandy Williams (Suz).
125 INT: 1. Jay Spear (Suz); 2. Don Myron (Suz).
175 NOV: 1. Kurt Strand; 2. Mike Gonzales (Suz); 3. Steve Jensen.
250 SR: 1. Vince McMahon (Yam); 2. Bill Scott; 3. Ken Campbell (Suz).
500 SR: 1. Vince McMahon (Yam); 2. Bill Scott; 3. Ken Campbell (Suz).
UNATTACHED
PEE WEE: 1. David Ochoa (Yam); 2. Kayle Leogrande (Yam); 3. Dale Smart (Yam).
MINI BEG: 1. Gary Trachy (Suz); 2. Jason Collier (Suz); 3. Keith Oarano (Yam).
MINI BEG: 1. David Slack (Kaw); 2. Brad Baddock (Kaw); 3. Jon Moerke (Yam).
MINI NOV: 1. Terry Szucsko (Yam); 2. Ron West (Kaw); 3. Brett Guyatt (Yam).
MINI INT: 1. Glenn Tucker (Kaw); 2. Thomas Combs (Kaw); 3. Shawn Davidson (Kaw).
MINI EX: 1. Mike Roberts (Yam); 2. Water Schaefer (Yam).
100 BEG: 1. Chuck Canepa (Suz); 2. Mark Gerdes (Suz).
125 BEG: 1. Mike Celano (Yam); 2. Hank Torres (Yam); 3. Allen Froschauer (Kaw).
125 BEG: 1. Bobby Pina (Yam); 2. Richard Moerke (Kaw); 3. Art Morgan (Yam).
125 NOV: 1. Ernie Townsend (Yam); 2. Fabian Bucheli (Suz); 3. Mike Dodge (Kaw).
125 INT: 1. Steve West (Kaw); 2. Jason Rincon (Kaw); 3. Andy Kaplan (Suz).
125 PRO: 1. Chris Heinrich (Yam); 2. Craig Dale (Suz); 3. Scott Wilkinson (Suz).
250 BEG: 1. Geoff Pittser (Hon); 2. Gardner Tarlow (Suz); 3. Paul Pitlonkon (Yam).
250 BEG: 1. Tom Brown (Suz); 2. Paul Schmidt (Hon); 3. Shannon Massey (Hon).
250 NOV: 1. Larry Cravens (Yam); 2. Ben Chollar (Hon); 3. Rick Hoffmann (Hon).
250 INT: 1. Rusty Taflinger (Yam); 2. Scott Yenzler (Hon); 3. Dennis Wooldridge (Hon).
250 PRO: 1. Don Griewe (Suz); 2. Jack Scott (Yam); 3. Rick Rodgers (Kaw).
500 BEG: 1. Troy Senners (Yam); 2. Mike Taylor (Hus); 3. Jeff Bragia (Yam).
500 NOV: 1. Scott Pangburn (Yam); 2. Dave Blosser (Yam); 3. Gary Trussell (Kaw).
500 PRO: 1. Don Griewe (Suz); 2. Brian Fry (Hon); 3. Dean Wilkinson (Hon).

Strand takes OCIR night MX Novice action

By Steven Crosby

IRVINE, CA, APR. 22

It was another crowded night at Orange County International Raceway, as riders filled the track and the pits. Lap times were better than in previous weeks since the racers have dialed in to the new obstacles and turns.

In 125cc Pro action, Craig Dale took both motos over Tracy Meeks. In past seasons, Dale had always had bad luck on the tight night track, but he looked very smooth in his first appearance here this year.

Todd Peterson broke Micky Dymond's hold on 250cc Pro, taking both motos. John Greenway was second both times around. Moto-X Fox rider Kevin Davis took both motos of Open Pro.

Some of the best racing action of the night took place in the 125cc ranks. Kurt Strand rode his Kawasaki to a pair of moto wins in 125cc Novice. He only led two laps all night — the ones that counted. In the first moto, Scott Hack took the holeshot, but that didn't even last a lap as Larry Benedict took over in the hairpin turn. Strand was third with Craig

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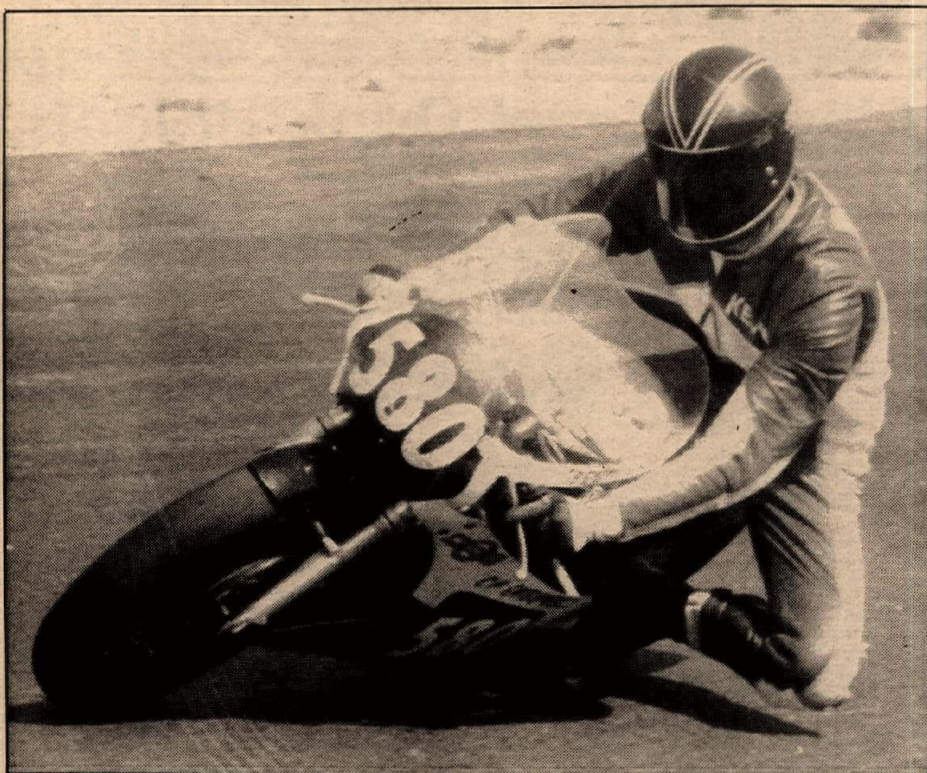
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Kevin Peltz was the brightest star in Formula Two at AFM's Willow race.

Gardner fourth. Strand caught Hack on the second lap, and Gardner took third on the next lap. Hack's riding was conservative after surgery a few weeks ago. Gardner was getting back in the swing of things with his first ride of the year. Gardner was holding onto third while Strand was setting out after Benedict.

With three laps left, Gardner faltered, and Steve Ness and Greg Armstrong zoomed by. A lap later, Armstrong disposed of Ness and took over third. It wasn't until the last lap when Strand closed in enough to force himself inside of Benedict and into the lead. At the checkered flag it was Strand, Benedict and Armstrong.

In the second moto, Benedict got tangled up with several riders in the tricky first turn. By the time he was up and running, he was almost in last place. Meanwhile, Scott Hack was again in the lead with Gardner and Ness behind. Hack felt better after the first moto and was visibly riding harder. Strand was stuck back in the pack and was having a hard time maneuvering around. Gardner crashed on the second lap, so Ness took over second place with Kenny Sorenson third.

On the next lap, Strand turned up the horsepower on his Pomona Valley Kawasaki. He started the lap in sixth and began to pick off riders, sometimes two at a time. By the end of the lap, he was second and after Hack. It took him four laps to catch up and challenge for the lead with Sorenson right behind him. On the white flag lap, the two caught a tiring Chris Hack and raced for the finish. Strand took the win with Sorenson close behind. Overall, it was Strand with the perfect 1-1, then Ness with a 4-7 tally and Benedict with a 2-9 score.

There were four divisions of 125cc Beginners this week, and some very interesting results in divisions one and two. In both divisions, long-time minibike warriors took easy wins in the first moto but crashed in the second. Jason Coolbaugh took his Yamaha to the division one, first moto win over Darrell Wall and John Dellaripa.

In the second moto, Howard Tressville took the holeshot with Dellaripa and Coolbaugh a few seconds back. On the third lap, Dellaripa lost

control coming out of the stutter-bumps, and Coolbaugh could not avoid a collision. Neither rider was down long, but it did cost them several places. Coolbaugh was in fourth almost immediately, but then went down again when he was pressing too hard to make up time. He finished eighth in the second moto. Wall, meantime, moved up from fifth to take the lead from Tressville at the halfway point. Tressville finished second with Kurt Hamilton third. Overall it was Wall (2-1), Hamilton second (5-3) and Dellaripa's 3-5 third.

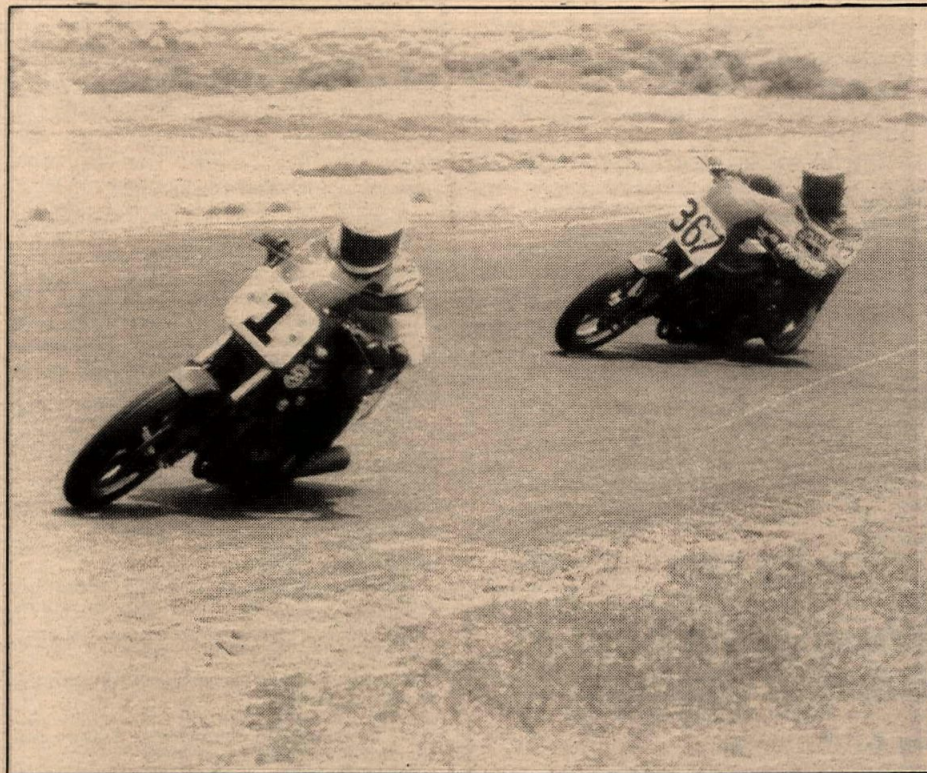
Results

60 BEG: 1. Bobby David (Yam); 2. Christian Gerkey (Yam); 3. Peter Rhodes (Suz).
60 INT: 1. Matt Foster (Yam).
MINI BEG DIV 1: 1. Lenny Guyett (Yam); 2. Walter Armendariz (Suz); 3. Jeff David (Yam).
MINI BEG DIV 2: 1. Ray Ehrsam (Hon); 2. Jerry Cotter (Kaw); 3. Orlando Delfin (Yam).
MINI BEG DIV 3: 1. Steve Tucker (Kaw); 2. Bobby Bellefeuille (Kaw); 3. Donny McGlaughlin (Yam).
MINI NOV: 1. Bart Otts (Yam); 2. Craig Canoy (Suz); 3. Ronnie West (Kaw).
MINI INT: 1. Tom Combs (Kaw); 2. Mike Dodge (Kaw); 3. Wade Bone (Yam).
MINI EX: 1. Tim Ritherford (Kaw).
100 BEG: 1. Mark Loberg (Yam).
125 BEG DIV 1: 1. Darrell Wall (Suz); 2. Kurt Hamilton (Yam); 3. John Dellaripa (Suz).
125 BEG DIV 2: 1. Byron Danell (Yam); 2. Todd Correll (Yam); 3. Pat Chandler (Yam).
125 BEG DIV 3: 1. Ben Stevenson (Yam); 2. Jeff Eary (Yam); 3. Mike Boyd (Yam).
125 BEG DIV 4: 1. Mike Magallanes (Yam); 2. Steve Potter (Kaw); 3. Juan Barretto (Yam).
125 NOV: 1. Kurt Strand (Kaw); 2. Steve Ness (Suz); 3. Larry Benedict (Yam).
125 INT: 1. Steve West (Kaw); 2. Jay Spear (Suz); 3. Kevin Rice (Yam).
125 PRO: 1. Craig Dale (Suz); 2. Tracy Meeks (Kaw); 3. Chris Heinrich (Yam).
250 BEG DIV 1: 1. Bruce Steiner (Yam); 2. Rich Paul (Hon); 3. Mike Gardner (Hon).
250 BEG DIV 2: 1. Mark Newton (Suz); 2. Cory Bonham (Yam); 3. Dean Manuel (Yam).
250 NOV DIV 1: 1. Bret Loudonback (Suz); 2. Mark Allen (Yam); 3. Kenny Guyett (Yam).
250 NOV DIV 2: 1. Dave Jones (Yam); 2. Chris Shaw (Suz); 3. Carl Reed (Suz).
250 INT: 1. Rob Trone (Hon); 2. Chris Fleming (Suz); 3. Jay Siddall (Hon).
250 PRO: 1. Todd Peterson (Yam); 2. John Greenway (Kaw); 3. Micky Dymond (Mai).
OPEN BEG: 1. Abe Baumann (Hon); 2. Tom Flynn (Yam); 3. Tom Anderson (Hon).
OPEN NOV: 1. Jeff Alter (Yam); 2. Craig Hofmeister (Hon); 3. Bill Melanson (Yam).
OPEN INT: 1. Gary Gonzales (Mai); 2. Steve Kiunke (Suz).
OPEN PRO: 1. Kevin Davis (Hon); 2. Robert Schnieder (Suz); 3. Scott Cavness (Suz).
VETS: 1. Neil Stapleton (Hon); 2. Alan Garkey (Suz); 3. Gary Clark (Suz).

White wins crash-filled AFM Willow RR

By Lori Tyson

ROSAMOND, CA, APR. 25



Bubba Shobert draws a bead on Frank Mazur (1) at Willow.

In the American Federation of Motorcyclist's first points race of the 1982 season, Budweiser 200K winner Terry Statum went at it with Darrell White in the Open Modified Production at Willow Springs Raceway. But after leading for seven laps, Statum got stuck in traffic, and White took the win.

Open classer Earl Roloff fought 750cc rider Scott Gray for third overall, with Gray taking it. For second 750cc, Denny Fryer dueled against dirt tracker Mike Minnig, with Fryer taking the checkers. In the 600cc class Frank Mazur led the entire race, even leading some of the 750s, only to lose his chain on the last lap. Scott Harmala went on to win the trophy, followed closely by Bubba Shobert.

Dave Busby, winner of the Long Beach Grand Prix 250cc race, took another 250cc win here. Brian Tilsch and Kevin Peltz fought over second, and after a tough race, Peltz took it. Danny Coe, in his first 250cc ride, took an impressive fourth place.

In the Formula One and Two match, Busby flew to the win with 1:35 lap times on his TZ250, but due to a technicality, was disqualified, and the points went to second placing Rich Oliver. There was quite a conflict over third with Tracy Grieger, Jeff Hagan and Kevin Peltz all trying for the trophy. By the end, Hagan took the flag followed by Grieger and, taking first Formula Two, Peltz.

Louis Vallergera (who took third overall in the Budweiser 500k on his super-fast RD) and Champion Moriwaki's Whitney Blakeslee, on his GPz550, fought it out in 230-600cc Super Street, and doing 1:38 lap times Vallergera took the win. Four riders — Steve Reynosa, Wayne Montoya, Kenny Stack and Howard Monise — dived for third with Reynosa really having to work for it.

The 750-Open Super Street race was red-flagged on the third lap when Brian Stulbaum's motor went away and oiled the track. Before the flags were out, three riders went down, but luckily none was seriously hurt. After the restart, it was a battle between Open classer Kevin Bracken and 750cc racer Kevin Peltz all the way to the flag. Bracken took the checkers, with Peltz second overall and first 750cc.

There were fierce competition in 600cc Stock Production with four excellent riders going for the lead. Aaron Post, Bubba Shobert, Frank Mazur and Steve Sowden dived for the lead until lap five when Sowden tried an inside pass that didn't work, and he crashed out of the race with a broken bike and finger. That left it to the other three to decide the winner, and after a tight fight, Mazur took the win with Post and Shobert right behind.

Jeff Legitt and Len Gambo put on an amazing display of riding in Formula Four, with Legitt taking the win by mere inches. Gambo led the race, with Legitt right on his tail, until just before the finish line where Legitt pulled out all the stops and took the checkers.

Scott Moore led the 450cc Modified Production race until the last lap when, pressured by Howard Monise, he got off in turn three. Right after he fell, Kathy White followed him off the track. Meanwhile, Monise, sponsored by Diaz Racing and Duralube, took the win with Tracy DeMuro right behind him.

The 750-Open Stock Production race had a tragic start. Mark Redmond was leading at the end of the first lap, followed closely by Champion Moriwaki's Mike Krolick, when going into turn eight (which is full throttle), the rear tire on Redmond's bike washed out, and he went down. Unfortunately, Krolick was so close when it happened, he had nowhere to go, and his bike also went down. Krolick was hospitalized with a punctured lung and broken collarbone. Redmond, sadly, didn't make it. He will be missed by all who knew him.

With at least 20 crashes on this day, it was evident that too many riders were riding way over their heads just to collect a few points. Listen, guys, you have a whole season ahead of you. Take it easy so you'll be around to finish it.

Jim Beach has to be commended for the great job he did jockeying the ambulances to get the right one where it was needed as quickly as possible. Unfortunately, some of the turn workers were a little slow in getting warning flags out, and some riders went down unnecessarily. This problem will hopefully be resolved by the



This photograph of Don Griewe was taken at nearly the only moment all night that Rod Brand wasn't close enough to get in!



Action is always close at Corona's Friday night motocross.

next race, which will be May 23 at Willow Springs.

Results

750 TWINS: 1. Denny Carlson (Duc); 2. Michael Hedrick (Yam); 3. Curt Nichols (Suz).
 OPEN TWINS: 1. Kevin Bracken (Duc); 2. Vance Breese (H-D); 3. Donnie Staman (M-G).
 THUMPERS: 1. Cary Tanner (Yam); 2. Charles Marlowe (Yam); 3. James Oldiges (Yam).
 450 STK PROD: 1. Perry Stein (Hon); 2. Fred Thomas (Yam); 3. P. Smith (Yam).
 600 STK PROD: 1. Frank Mazur (Kaw); 2. Aaron Post (Kaw); 3. Scott Harmala (Kaw).
 750 STK PROD: 1. Kevin Peltz (Suz); 2. Earl Roloff (Kaw); 3. Mike Minning (Kaw).
 OPEN STK PROD: 1. Darrell White (Kaw); 2. Terry Statum (Suz); 3. Bill Kinney (Suz).
 250 MOD PROD: 1. Michael Carrell (C-A); 2. Mike Fenner (C-A); 3. Hawley Slayton (C-A).
 FORMULA FOUR A: 1. Dwayne Lane (Hon); 2. Denny Rosenberger (Hon); 3. Norman Douthit (Yam).
 FORMULA FOUR: 1. Jeff Leggett (Yam); 2. Len Gambo (Hon); 3. Tom DeWitt (Hon).
 450 MOD PROD: 1. Howard Monise (Yam); 2. Tracy DeMuro (Yam); 3. Perry Stein (Hon).
 FORMULA THREE: 1. Dave Busby (Yam); 2. Kevin Peltz (Yam); 3. Brian Tilseth (Yam).
 600 MOD PROD: 1. Scott Harmala (Kaw); 2. Bubba Shobert (Kaw); 3. Joe Montoya (Kaw).
 750 MOD PROD: 1. Scott Gray (Kaw); 2. Denny "Freeway" Fryer (Hon); 3. Mike Minning (Kaw).
 OPEN MOD PROD: 1. Darrell White (Kaw); 2. Terry Statum (Suz); 3. Earl Roloff (Kaw).
 FORMULA TWO: 1. Kevin Peltz (Yam); 2. Scott Gray (Kaw); 3. Robert Parr (Kaw).
 FORMULA ONE: 1. Rich Oliver (Kaw); 2. Jeff Hagan (Yam); 3. Tracy Grieger (Yam).

230-600 SUPER STREET: 1. Louis Vallergera (Yam); 2. Whitney Blakeslee (Kaw); 3. Steve Reynosa (Hon).
 750 SUPER STREET: 1. Kevin Peltz (Suz); 2. Scott Gray (Kaw); 3. Denny Fryer (Hon).
 OPEN SUPER STREET: 1. Kevin Bracken (Duc); 2. Roger Harril (Hon); 3. Michael Cunningham (Suz).
 SIDECARS: 1. Esaff/Crueger (Kaw); 2. Garnett/James (Kaw); 3. Breede/Ramirez (Suz).

Griewe, Brand battle at Corona MX

By Kit Palmer

CORONA, CA, APR. 16

Suzuki support rider Don Griewe captured the victory in the 250cc Pro class after topping two handlebar-to-handlebar with Riverside Suzuki's Rod Brand tonight at Corona Raceway.

The action began as soon as the starting gate dropped at the beginning of the first 250cc Pro moto. Griewe held the throttle open just a

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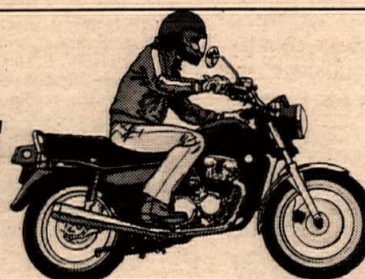
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Jeff Conlin spent his birthday in the Ascot winner's circle.

fraction of a second longer to capture the holeshot narrowly ahead of Brand. Griewe did all he could to shake Brand, but he was glued to Griewe's rear fender. At times the two were side by side, but Griewe kept control of his narrow lead.

Lurking closely behind in third was John Greenway (Kaw); he was waiting for any slight mistake by the leaders, but unfortunately for Greenway there were none.

When the white flag appeared, the two leaders were within whispering distance of each other. Brand did all he could to get by, but Griewe held on for a narrow victory. Greenway settled for third while Pomona Valley Yamaha's Jack Scott took fourth.

Brand knew he had to win the second moto if he wanted to take the overall, but Griewe knew that too. At the start of the second moto, it was Griewe who jammed into the early lead followed by Brand and Greenway. The three leaders began a fight for the led, but Greenway got a bit over-rambunctious in the supercross whoops and went down, dropping back to last. All eyes were on Griewe and Brand. The race was a photocopy of the first, but with only a few turns remaining in the race, Brand had stuffed his Suzuki underneath Griewe taking a half-bikelength lead. Griewe then shut the door on Brand, keeping his lead intact. The win went to Griewe only inches ahead of Brand. Third went to Scott while Greenway labored his way into fourth.

Alan McCown took his C&H Kawasaki into the winner circle in the 250cc Intermediate class after he posted a 3-1 combination for the win. Dennis Wooldridge, riding for Skip Fordyce Honda, traded 1-3 scores with McCown, but unfortunately for Wooldridge, it was in the wrong combination. Wooldridge took second overall while Rick Beingesser (Kaw) settled for third.

In the high school competition, it was another match-up between Upland's Pat Weber (Suz), Moreno Valley's Brian Griewe (Yam) and Ken Campbell (Suz). It was Weber who took command. He took wins in both the 250 and 500cc Senior classes. Griewe took second overall in the 500cc Seniors, just ahead of teammate Campbell. But, in the 250s, Campbell took revenge by taking second ahead of Griewe.

A perfect 1-1 combination in the 125cc Novice class gave Upland's Rick Lane (Suz) the overall. Taking second and third behind Lane were

teammate Will Anderson (Yam) and Paul Chacon (Yam) of Poly.

Results

HIGH SCHOOL

MINI NOV: 1. David Farris; 2. Greg McPeak (Kaw); 3. Andy Rainer (Yam).

125 NOV: 1. Rick Lane (Suz); 2. Will Anderson (Yam); 3. Paul Chacon (Yam).

125 INT: 1. Brett Jacobs (Yam); 2. Don Myron (Suz); 3. Steve Anderson.

175 NOV: 1. Bob Pina (Yam); 2. Mike Brase (Kaw); 3. Mike Gonzales (Suz).

250 SR: 1. Pat Weber (Suz); 2. Ken Campbell (Suz); 3. Brian Griewe (Yam).

500 SR: 1. Pat Weber (Suz); 2. Brian Griewe (Yam); 3. Ken Campbell (Suz).

UNATTACHED

MINI BEG: 1. David Slack; 2. Lance Pierce; 3. Larry Sayes.

MINI BEG: 1. David Farris; 2. Rick Acosta; 3. Todd Cameron.

MINI NOV: 1. Brett Guyett; 2. Terry Szucsko (Yam); 3. John Cameron (Suz).

MINI INT: 1. Tom Combs (Kaw); 2. Roger Ebling (Kaw).

100 BEG: 1. Mark Gerdes (Suz); 2. Chuck Canepa (Suz).

125 BEG: 1. Bobbie Cornell (Yam); 2. Mike Daverse (Yam); 3. Pete Rutherford (Suz).

125 BEG: 1. Tim Whitlock (Suz); 2. Fabian Bucheli (Suz); 3. Richard Fernandez (Suz).

125 NOV: 1. Ernie Townsend (Yam); 2. Francisco Bucheli (Suz); 3. Paul Herman (Kaw).

125 INT: 1. Jon Thomas (Suz); 2. Pat Burns (Yam); 3. Jay Lyfell (Suz).

250 BEG: 1. Garoner Tarlow (Suz); 2. Bob Michael (Yam); 3. Rick Brummond (Kaw).

250 BEG: 1. Duke (Hon); 2. Todd Cunningham (Hon); 3. Paul Schmidt (Hon).

250 NOV: 1. Brandon Sneiderwine (Yam); 2. Bill Groom (Yam); 3. Guy Campbell (Kaw).

250 INT: 1. Alan McCown (Kaw); 2. Dennis Wooldridge (Hon); 3. Rick Beingesser (Kaw).

250 PRO: 1. Don Griewe (Suz); 2. Rod Brand (Suz); 3. Jack Scott (Yam).

500 BEG: 1. Mike Clayer (Yam); 2. Troy Saunders (Yam); 3. Mike Perry (Suz).

CMC TT Scrambles

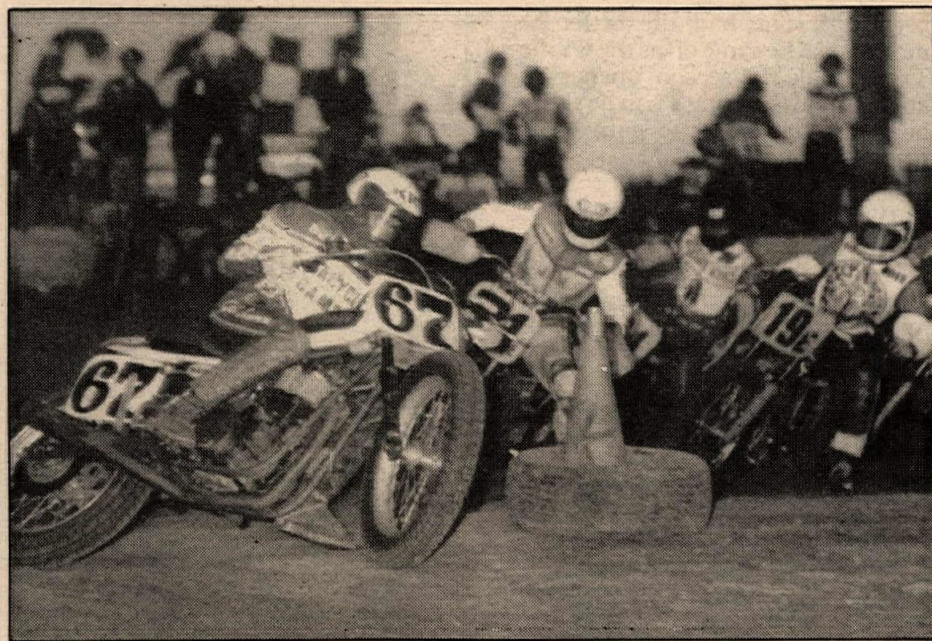
By Maureen Lee

GARDENA, CA, APR. 22

Rider turnout may have been down a bit, but not rider effort for the second Continental Motosports Club TT Scrambles at Ascot. We highly recommend it, and no, you don't have to run Class C traction. If you just want to give TT a try — knobbies are O.K. the first time. We observed an awful lot of knobbies out there and it didn't slow 'em down any either.

The Minis and the 125's ran together. Keith Peel and Brian Uchida on 125's took first and second overall on 125's in spite of Peel almost conking out on the last lap...we won't embarrass him by telling what we think happened. Highly notable was Mini rider Brian Alsobrook on a Honda. He was up there running with the leaders both rounds, in second and third spot most of the time.

One of the biggest classes was the 250cc Junior. Louis Lindsay on a fast



Texan Bubba Shobert picked up a little California/Ascot cash.

Kawasaki won both, but not without some real competition from Dale Hopkins, especially in the second round. Dale had Louis behind him for a spell and really made him work to get around him. Next came Keith Williams with a 3-4 finish and Bob Gabler with a 4-3, giving him third overall.

There were just two 250cc Pros, so they ran with the Intermediates. Jimmy Snow won it, but motocrosser Pete Murray on a Maico, with knob-bies yet, gave The Snowman a darn good go and found out what motocross lines don't work on a TT course in the first round.

All the way from Mammoth, Jack Sciranka went home with a third in the Vet's class. Dennis Pinheiro and Bill Fulton had a marvellous time passing and re-passing each other, especially in the second round when Jim Peterson got the drop on both of them off the line and got down into turn one first.

Rick Hanley was the only 500cc Intermediate and he couldn't beat the Juniors in that mixed class although he did alright for himself. The best infighting in that gang was between Louis Lindsay and Mark Bailey. They were fun to watch, with Lindsay sliding up on the inside every chance he could...one pass he made Mark move his foot in a hurry!

The ever-popular sidehackers mustered more rigs this week and really had a cheering section going for them in the pits. The team of Bleer/Wilcox made their drive from Arleta worth it by winning two straight. They were really blazing trail. Strickland/Adcock were second in the first round after getting by Lucchese/Gramps, as Sanner/Sanner conked out in the north turn after a real good showing. Second round, Bleer/Wilcox again had the lead, and Strickland/Adcock got a bit eager and ran into the back of them and almost tipped over. It cooled their ardor a bit, that's for sure.

Bubba Shobert made himself some much needed money in the 500cc and Open Pro classes, winning both of them. The riders chasing him got some much needed experience following the nationally numbered Expert. His control on a dry, cobby track was flawless. First round in the 500cc class, Jimmy Rosa on a fast Maico led for awhile followed by Ross Klatt. Shobert started his move in the S-bends and took over. Rosa unloaded, coming out onto the

straight after a small miscalculation, and Klatt took second, followed by Phil Culver (from Dodge City) and Joel Windham.

Next round again, Bubba dusted 'em while Rosa and Klatt fought out second spot, it was good watching for all the spectators.

In the Open class it was almost the same scenario, except Rosa got his second and third dicing it out with Tommy Walton. Back a bit, Danny Perkins and Roger Thompson were having a good time, joined by Pete Hames who was a bit off form or saving some for the rest of the weekends' racing.

The last round, though, Walton had second all the way through it, with Rosa pulling up alongside several times, but Tommy always managed to be first at the jump, and that, of course, is the secret of the Ascot TT track, especially the shortened version of it.

If you haven't made it out there on Thursday, come. Don't blow a chance for racing every week close to home!

Results

MINI: 1. Brian Alsobrook (Hon); 2. Kent Riley (Yam).

125 JR/INT: 1. Keith Peel (Hon); 2. Brian Uchida (Hon); 3. Larry Saxon (Hon).

250 JR: 1. Louis Lindsay (Kaw); 2. Dale Hopkins (Suz); 3. Bob Galber (Yam).

VET JR: 1. Bill Fulton (Yam); 2. Hank San Miguel (Mai); 3. Jack Sciranka (Yam).

VET INT: 1. Dennis Pinheiro (Yam).

VET MASTER: 1. James Petersen (Yam).

500 JR/INT: 1. J.C. Milburn (Yam); 2. Woody Lindsay (Yam); 3. Mark Bailey (Yam).

ODY (OVERALL): 1. Jeff Bagley (Ody); 2. Wes Moser (Ody); 3. Rick Pew (Hon).

OPEN JR: 1. Steve Miller (Yam); 2. J.C. Milburn (Yam); 3. Woody Lindsay (Yam).

SIDECAR: 1. R. Bleer/K. Wilcox (Yam); 2. T. Harrison/R. Langosh (Wasp); 3. R. Lucchese/R. Gramps (Yam).

250 INT: 1. James Steet (Yam); 2. Ken Barrow (C-A).

250 PRO: 1. Jimmy Snow (Yam); 2. Pete Murray (Mai).

500 PRO: 1. Bubba Shobert (Yam); 2. Ross Klatt (Hon); 3. Joel Windham (Yam).

OPEN PRO: 1. Bubba Shobert (Yam); 2. Tommy Walton (Tri); 3. Jimmy Rosa (Mai).

Trone tie-breaks CMC Ascot 250cc Intermediates

By Tom Corley

GARDENA, CA, APR. 21

The battle for 250cc Intermediate supremacy continues in Continental Motosports Club Motocross at Ascot. Denny Vorndran and Rob Trone have been tough competitors throughout the past two weeks and tonight these two ended up with three points, but

because Trone had the better last moto finish he came off as the winner. Trone took the season opener win and with this evening's win he should be somewhat closer to gaining the necessary points to advance to the Pro ranks.

Denny Vorndran had the same No. 86K as he did last year, but he decided to switch to Honda. He had the first moto of the 250cc Intermediate class under his control. Scott Crawford was running second, but Trone was after him. Trone out-manuevered Crawford right after the crash wall jumps and took over second. Time did not allow Trone to catch Vorndran, but he gained some yardage on the stretch before the finish.

Trone was able to take a better start in the second moto and avoided the work of passing others. The rest started shuffling places. Steve Rawlinson on a Honda was running second but fell back to fourth. Vorndran advanced to second place. Sometimes these riders like to yell at one another and try to psych each other out. Some of this was going on and Ed Abella tried it and was able to move up to third. Trone's 2-1 tally wasn't perfect but it gave him the overall victory over Vorndran and Rawlinson.

Next to the huge 125cc Junior classes, the largest turnout is found in the 250cc Junior classes. Two divisions of good racing was seen. Maico rider Daryl Porter led Pat Samudio in the opening moto of the 250cc Junior Division One race. Mitch Cohen had a poor finish in the first moto, but came back to win the final moto. The leaders crashed on a back crash wall and Cohen got a good break. Daryl Porter was back in third this time.

The best thing about this race was watching Art Olivier and his dog race. Art took a fine fourth place with all the credit going to his co-pilot. Some riders yell at the competition, but Art had his dog bark. The score girls couldn't figure out how to people could sign up on one entry form, but they soon found out. A consistent pair of seconds earned Samudio the overall while Porter was second and Tommy Atkins was third.

In the second division of 250cc Junior racing, Shawn Tracy made off with the first moto win while Mike Overbe was second.

These two riders traded positions in the final race. Overbe had the lead but Tracy was determined to catch him. On the final lap Tracy got within a bike length of the leader but couldn't pull it off. It was Overbe, Tracy and Ronnie Duke on the official results.

Motocross racers from Australia have been in So Cal the past couple of weeks. They were here to race in the World Mini Grand Prix and at the same time they raced in some other local events. Tonight, Aussie Brian Carroll raced at Ascot. Brian won two trophies as he defeated Mitchell White for the 100cc Junior class win and beat twelve riders for the 125cc Junior Division Three title.

It was a special day for Jeff Conlin, he not only took another 500cc Intermediate victory, but also turned 23. His friends surprised him after his race with a special Husky cake.

Results

MINI JR DIV 1: 1. Richard Bates (Yam); 2. Robert Makimoto (Yam); 3. Jim Conner (Kaw).

MINI JR DIV 2: 1. Chris Hadnot (Kaw); 2. Jeff Taylor (Yam); 3. John Bays (Kaw).

MINI INT: 1. Tony Fleming (Yam); 2. Scott Murphy (Yam); 3. Danny Barnett (Yam).

MINI EX: 1. Tim Rutherford (Kaw); 2. Richard Fleming (Yam).

100 JR: 1. Brian Carroll (Yam); 2. Mitchell White (Yam).

125 JR DIV 1: 1. Richard Reese (Kaw); 2. Mike Hughes (Suz); 3. Phil Lemmons (Kaw).

125 JR DIV 2: 1. Richie Hovis (Yam); 2. Eddie Craig (Suz); 3. Tim Linehan (Yam).

125 JR DIV 3: 1. Scott Murphy (Yam); 2. Brian Carroll (Kaw); 3. Rich Lloyd (Suz).

125 INT: 1. Ryan Roberts (Hon); 2. Scott Graham (Yam); 3. Ron Hunt (Yam).

125 PRO: 1. Todd Peterson (Yam); 2. Louie Franco (Hon); 3. Craig Dale (Suz).

250 JR DIV 1: 1. Pat Samudio (Yam); 2. Daryl Porter (Mai); 3. Tommy Atkins (Suz).

250 JR DIV 2: 1. Mike Overbe (Kaw); 2. Shawn Tracy (Hon); 3. Rennie Duke (Hon).

250 INT: 1. Rob Trone (Hon); 2. Denny Vorndran (Hon); 3. Steve Rawlinson (Hon).

250 PRO: 1. Jim Holley (Yam); 2. Doug Nicol (Hon); 3. Craig Cable (Yam).

500 JR: 1. Jim Carter (Yam); 2. Chris MacKay (Mai); 3. Yandell Bishop (Hon).

500 INT: 1. Jeff Conlin (Hus); 2. Craig Hofmeister (Hon); 3. Bob Walsh (Hon).

500 PRO: 1. Glen Senecal (Yam); 2. Gary Jones (Mai); 3. Ted Hoyt (Yam).

VET JR: 1. Mike Drews (KTM); 2. Mike McMillen (Mai); 3. Hank San Miguel (Mai).

VET INT: 1. Dickie McMillen (Hus).

VET MASTERS: 1. Carl Gazafy (Hon); 2. Chris Jackson (Mai); 3. Gary Clark (Suz).

OLD TIMER JR: 1. Paul Burton (Kaw); 2. William McKinley (Hon); 3. Bernie Evans (Mai).

OLD TIMER INT: 1. James Sheppard (Mai).

WOMENS: 1. Jan Murray (Yam); 2. Stephanie Jones (Yam); 3. Colleen Ronan (Hon).

ATC JR: 1. John Andre (Hon); 2. Jerry Meyer (Hon); 3. Bill Bouffard (Hon).

ATC INT: 1. George Ferrie (Hon); 2. Robert Aulicino (Hon); 3. Danny Burns (Hon).

ATC EX: 1. Bart Milanowski (Hon); 2. Ron Haase (Hon); 3. Les Kaneshiro (Hon).

Norman takes three at Carlsbad TT

By Gena Windham & Carole Hargrove

CARLSBAD, CA, APR. 18

Randy Norman brought his Yamahas to Carlsbad's new District 38 TT and although he "came to have fun," he swept two Expert classes and the Money race. Many riders rode more than one class, but Norman got the most for his money.

Norman faced Keith Lynas (Hon) and Ed Ellis (Yam) in the 250cc Expert class, and that's exactly how they finished.

Lynas lined his Honda up to have another shot at Norman in the Open Expert show but had to settle for second again. Motocrosser Brad Holt put his Husqvarna into third.

Lynas and Ellis, from the 250cc race, got their last shot at Norman in the Money race. Ellis was the one in second this time, but the winner's check still had the same moniker on the payola line. John Taylor, a new face in the 250cc Novice division, went for it on a new 250 Suzuki. He felt pressure from two flat track regulars on Kawasakis. Lee Lindquist picked up second, and Don Windham brought home third.

In the 80 to 125cc combined class, Dean Kuhn (Suz) took Steve Roger by surprise and went by in the hairpin. He kept right on a 'go in' and saw the checkered first.

Carlsbad's TT is not yet restricted to Class C traction, so come on out and give it a blast!

Results

80/125 COMBO: 1. Dean Kuhn (Suz); 2. Steve Roger (Yam); 3. Scott Kainsworth (Yam).

250 EX: 1. Randy Norman (Yam); 2. Keith Lynas (Hon); 3. Ed Ellis (Yam).

250 NOV: 1. John Taylor (Suz); 2. Lee Lindquist (Kaw); 3. Don Windham (Kaw).

OPEN EX: 1. Randy Norman (Yam); 2. Keith Lynas (Hon); 3. Brad Holt (Hus).

MONEY RACE: 1. Randy Norman (Yam); 2. Ed Ellis (Yam); 3. Keith Lynas (Hon).

Action heats up at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, APR. 18

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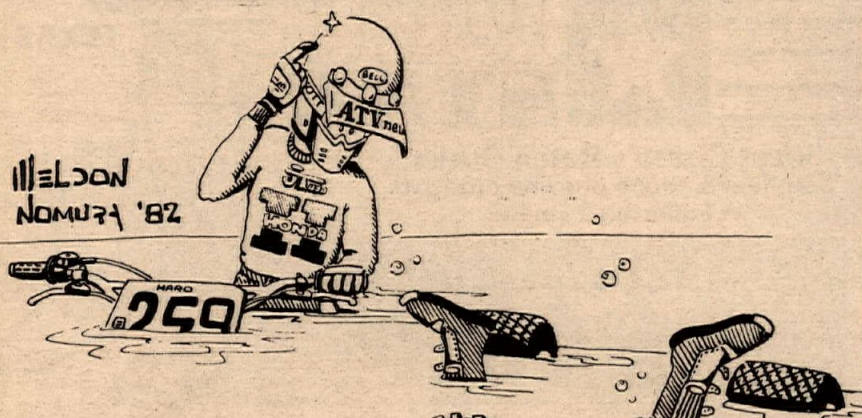
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Mini Novice Terry Szucsko shows style at DeAnza's motocross.

at DeAnza Cycle Park when temperatures soared upwards, producing summer-like weather conditions. It gave riders a preview of what's to come in the months ahead.

One of the more exciting races of the day was produced by the 250cc Novices. When the gate dropped for the start of the first moto, it was Ken Odra (Yam) who captured the all-important holeshot. Hoping to deprive Odra of his lead were Ruben Alvarado (Suz), Jim Cogley (Yam) and Larry Dimmit (Suz). With his gonzo riding style, Odra extended his lead within a few laps, but Alvarado and Cogley were still within striking distance. Cogley began to put the pressure on Alvarado by the midway point. Cogley snuck by Alvarado, then inherited the top spot after Odra bit the dust.

After getting off to a so-so start, Paul Burval (Suz) let his presence be known after he labored his way through the pack to stuff by Alvarado. Burval then reeled in Cogley and passed the leader for the eventual win.

At the start of moto two, it was Bob Megdal who pocketed the holeshot while being heavily pursued by Alvarado, Odra and Burval. By the end of the first lap, Odra and Burval had both managed to get around Alvarado and Megdal. Alvarado took over the third spot a lap later. A short battle had developed between Odra and Burval, but Burval had taken over the lead by the third lap. Alvarado then set his sights on Odra. The Suzuki pilot took control of second halfway through the race. Soon after, Cogley took advantage of a tiring Odra for third. From there, it was a matter of just staying upward until the end. Burval took the overall while Alvarado captured second, and Cogley settled for third.

Although Fabian Bucheli (Suz) did not win a moto, he did capture the

overall win in the highly competitive 125cc Beginner class. Bucheli, in the first moto, had to pass seven riders to take second to Chris Dominquez (Yam). Dominquez also had to make a come-from-behind ride for the win. Third went to Marlon Arana (Hon) while Paul Wright (Suz) accepted fourth.

In the second moto, Mike Daversa (Yam) had to fight back Bucheli throughout most of the moto. Daversa held on to take the victory. But Bucheli's second was enough to capture the overall.

It was almost a full house in the Mini Beginner class, but in the end it was Walter Armendariz (Suz) who came out on top. Armendariz rode two flawless motos towards the win. Taking second to Armendariz was Yamaha-mounted Andy Rainer. Rainer took third in the first moto while he bested that score by one in moto two. A 5-3 combo gave third to Billy Oberg (Suz), and a consistent 4-4 tally gave Honda of Redland's David Sharp fourth.

Results

PEE WEE: 1. Stephen Hengeveld (Suz); 2. Dale Smart (Yam); 3. Kayle Leogrande (Yam).

PEE WEE: 1. Dana Wiggins (Hon); 2. Daniel Balon (Yam).

MINI BEG: 1. Walter Armendariz (Suz); 2. Andy Rainer (Yam); 3. Billy Oberg (Suz).

MINI INT: 1. Chad Barnes (Kaw); 2. Mike Fitzgerald (Hon); 3. Thomas Combs (Kaw).

WOMEN INT: 1. Kitty Mayfield; 2. Natalie Allen.

WOMEN EX: 1. Kim Douglas (Suz); 2. Karen Leitinger (Suz); 3. Gale Webb (Hon).

125 BEG: 1. Paul Wright (Suz); 2. Mike Gonzales (Suz); 3. Mike Daversa (Yam).

125 NOV: 1. Francisco Bucheli (Suz); 2. Jim German (Yam); 3. Karen Leitinger (Suz).

125 INT: 1. Danny Carley (Kaw); 2. Doug Davidson (Suz); 3. Mark Milan (Kaw).

125 PRO: 1. Paul Thede (Suz); 2. Scott Wilkinson (Suz); 3. Donnie Sigrist (Suz).

250 BEG: 1. Danny Moroles (Yam); 2. Ray Neff (Suz); 3. Todd Cunningham (Hon).

250 NOV: 1. Paul Burval (Suz); 2. Ruben Alvarado (Suz); 3. Jim Cogley (Yam).

250 INT: 1. Greg Apostolou (Suz); 2. Kit Palmer (Hon); 3. Rick Bartels (Hon).

OPEN BEG: 1. Michael Ashman (Yam); 2. Errol Leduc (Yam).

OPEN NOV: 1. Mike Carlo (Mai); 2. Ray McNeil (Hon); 3. Neil Wolfson (Yam).

OPEN INT: 1. Jim La Tendress (Hon); 2. John Sarrall (Yam).

OPEN PRO: 1. Ronnie Gibson (Hon); 2. Eddie Michetti (Suz).

O'Donnell, Segale, Ford score at AME Dunes MX

By Laura Richard
VALENCIA, CA, APR. 25

The American Motocross Enterprises at Indian Dunes saw a battle for the Open Pro class lead as Warren Wilson Honda-mounted Adam Ford and Suzuki of Ventura's Brand Johnson battled it out.

As the gate dropped for the first round, it was Ford jumping into the lead with Maico West-sponsored Fred Hudgens in second and Goleta Valley Maico-mounted Mark Nation third. Johnson was in the back of the pack, working his way up to challenge Ford for the lead. They battled it out until Johnson had to drop back due to bike problems, leaving the lead for Ford. Cole Brothers Suzuki-mounted David Barberio was able to take over second leaving Nation third.

Round two saw Johnson take the lead from the line, with Ford in close pursuit and Barberio in third. Johnson was able to hold off a strong charge from Ford to take the second moto win, but the overall for the day went to Ford with Johnson taking second and Barberio taking home third.

In the 250cc Pro class, Honda-mounted Ken Zahrt took the holeshot and the lead with Andy Segale in second and Burbank Yamaha-mounted Jim Coffey third. Zahrt was able to hold on to take the first moto win with Segale taking second and Coffey in third.

Round two saw Johnson take the lead followed by Zahrt and Segale with Coffey in the fourth spot. Segale and Coffey were able to put the pass on Zahrt, dropping him into fourth place. As the flag dropped, it was Johnson taking the win with Segale second and Coffey third. The overall for the day went to Suzuki-mounted Segale with second going to Zahrt and third to Coffey.

In the 125cc Pro class, there was no stopping hard-charging Suzuki-mounted Pat O'Donnell as he took back-to-back wins. From the drop of the gate, it was all O'Donnell with Kevin Hopkins, riding for Dick Allen Yamaha, taking home second and third going to Taft Honda-sponsored Darin Layton.

In the sportman classes, Suzuki of Van Nuys rider Dave Welty took the overall win in the 250cc Intermediate race with Dick Allen Yamaha/Honda-mounted Eric Selgero taking second and third going to Oxnard Moped Can-Am-mounted Marin Kopman.

Results

61 EX: 1. Danny Lamb (Yam); 2. Ronnie Densford (Yam).
61 INT: 1. Joe Brown (Yam).
61 JR: 1. Tony Suler (Yam); 2. Jeff Leonard (Yam); 3. Greg Wine (Yam).
83 EX: 1. Lance Johnson (Suz).
83 INT: 1. Troy Welty (Suz); 2. Jeff Reynolds (Yam); 3. Jeff Sills (Yam).
83 JR: 1. Chris Lara (Suz); 2. Tony Heming (Yam); 3. Keith O'Neal (Yam).
83 BEG: 1. Darrell Bangs (Yam); 2. Alan Roth (Yam); 3. Abbazaba Abbott (Kaw).
100 JR: 1. Tony Mercier (Yam); 2. Rick Smith (Yam).
125 BEG: 1. Doug Doody (Kaw); 2. Barry Katz (Suz); 3. Dave Melito (Hon).
250 BEG: 1. Clayton Hall (Yam); 2. Clyde Williams (Suz); 3. Dean Laen (Yam).
500 PRO: 1. Adam Ford (Hon); 2. Brand Johnson (Suz); 3. David Barberio (Suz).
250 PRO: 1. Andy Segale (Suz); 2. Kenny Zahrt (Hon); 3. Jim Coffey (Yam).
125 PRO: 1. Pat O'Donnell (Suz); 2. Kevin Hopkins (Yam); 3. Darin Layton (Hon).

VET EX: 1. Jim O'Neal (Mai); 2. Alan Verchick (Yam); 3. Lou Sorensen (Yam).
VET INT: 1. Eric Wachter (Kaw); 2. Kent Shepard (Suz).
VET JR: 1. Bryan Denaco (Yam); 2. Richard Drolen (Hus).
500 INT: 1. Dan Baker (Yam); 2. Greg Perond (Suz); 3. Lynn Dennis (Mai).
250 INT: 1. Dave Welty (Suz); 2. Eric Silgero (Hon); 3. Martin Klopman (C-A).
125 INT: 1. Andy Ellis (Yam); 2. Lance Johnson (Suz); 3. Kenny Alexander (Yam).
500 JR: 1. Jeff Bouchillan (Mai); 2. Joe Foley (Yam); 3. Frank Golden (Hon).
250 INT: 1. Mike Raschke (Hon); 2. James Davis (Hon); 3. Jim Cooke (Yam).
125 JR: 1. Eric Hallgarth (Suz); 2. Sammy Avoian (Suz); 3. Chris St. Marie (Yam).

Leitinger lassoes women's Viewfinders GP

By Debbie Matthews
RIVERSIDE, CA, APR. 3

The turnout for the 14th annual Viewfinders GP, held at Riverside Raceway, was down from previous years. However, racing was excellent.

Race one of the women was of particular interest as the rain from two days prior added much mayhem to an already difficult course.

The women's class started out with Charleen Ho (250 Yam) taking the holeshot. Randi Erenbourg got totally sideways in turn nine as her bike seized, giving spectators and racers alike a thrill. Nursing her bike around the 10 mile course, she eventually ended up with a very credible fourth overall.

By the end of lap one, things were taking shape. Leading was Lori Farmer, one minute ahead of second place runner, Kitty Mayfield (Amateur). Rounding out the top three was Charleen Ho. Nowhere to be seen, however, was Karen Leitinger. Seven minutes later Karen sped by, obviously shaking off the effects of a fall. It looked like a deficit she would be unable to make up.

By lap three, Karen had knocked two minutes off the leader's time and was closing fast. Charleen Ho, meanwhile, got swallowed by a mud monster and the men from Rescue 3 were more than happy to help out.

On lap four, Lori Farmer stuck her foot in a hole and was slowing in obvious pain. Karen Leitinger had moved up to third and on lap seven she passed Kitty Mayfield for second. Mayfield still held first Amateur honors as the race was winding down.

Natalie Allen (second Amateur) was running a good race, only to fall while closing the gap on first Amateur Mayfield.

Remounting with determination, she again went after Mayfield only to crash again.

On lap eight Leitinger passed the ailing Lori Farmer and took the lead. Farmer dropped to fifth overall by the checkered but still took first Desert honors. Finishing order read Leitinger, Mayfield, Christensen, Erenbourg and Farmer.

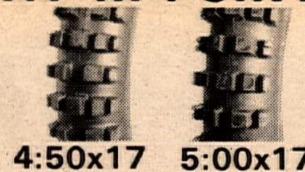
Second Amateur went to determined Natalie Allen. First Novice was Linda Christensen. All had a good time and vow to return again next year.

Results

250 WOMENS EX (MX): 1. Charleen Ho (Yam).
125 WOMENS EX (MX): 1. Karen Leitinger (Suz); 2. Randi Erenbourg (Suz); 3. Tam Tracy (Yam).
250 WOMEN EX (D): 1. Lori Farmer (Hon).
125 WOMEN EX (D): 1. Sherry Lowery; 2. Debbie Hopkins.
175 WOMEN NOV (MX): 1. Linda Christensen.
125 WOMEN NOV (D): 1. Vera Charter.
250 WOMEN AM (D): 1. Linda Smart.
125 WOMEN AM (MX): 1. Kitty Mayfield; 2. Natalie Allen; 3. Debbie Greely.
250 WOMEN NOV (D): 1. Patty Payne; 2. Marlene Boal; 3. Alice LeRoy.
125 WOMEN NOV (MX): 1. Roxanne Ray; 2. Patricia Stubner; 3. Lenora Del George.

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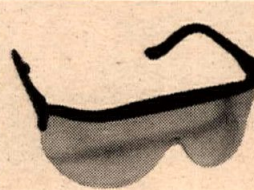
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Honda takes AMA Regional TT Championship.



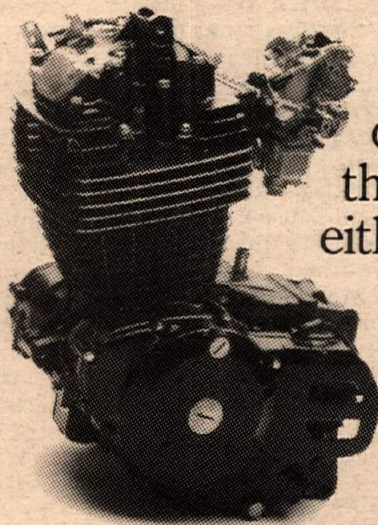
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Scott wasn't the only one at Boise loving them and leaving them, either.

Randy Greene picked up on the Junior Class crown the same way—with an XR500R engine.

Meanwhile, Doug Chandler used a liquid-cooled CR250R-engined machine to take the Novice Class title home with him.

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FOLLOW THE LEADER

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ON THE FRONT PAGE: Steve Morehead came up the winner at the San Jose mile. Coverage begins on p. 8. Photo by Dale Brown.

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VOICES

In memorium: Mark Redmond

It's not very often that someone is fatally injured in a racing accident. When it does happen, there is certainly cause for those of us who are involved in racing to rethink our involvement, take stock of the possible consequences and go through a lot of changes, especially if you knew the person who died. One looks over the moments he spent with the person and knows that there is now no future to them. They stop in freeze frame, movie style.

I know a person who is friendly, generous, helpful, hard working, honest, a very capable road racer and an asset to have around in almost any situation who also happened to make a fatal mistake last weekend while doing what he liked to do the most, race. His name is Mark Redmond.

I don't believe, and I know that Mark's close friends don't believe, that he has just ceased to exist. We know we are not going to see his smiling face and red beard around the pits, but we are also sure that the essential thing is that Mark is not gone. Actually his friends are just a little bummed out that he has abandoned them and deprived them of their fun-loving and jovial buddy. A friend is gone but not lost.

Maybe we don't know what goes into the make-up of special people like Mark, but certain thanks are in order to his friends and his family for allowing such a delightful person to flourish.

Bon voyage, my friend; things will not be the same without you.

KEITH CODE
Manhattan Beach, CA

Keith informed us that donations to the widow, Margie Redmond, may be sent c/o California Superbike School, 852 N. Occidental Blvd., Los Angeles, CA 90026...Editor.

Dinosaur hunter

Are there associations which run the old 650cc Triumph, BSA and desert sleds on a TT or scrambles course on a regular basis? I believe they call them "dinosaurs" now. The last time I saw them was at a Four-stroke National at Carlsbad years ago.

I have a Rickman Triumph in my garage. I'd like to enter it in competition, but I can't against the new four-strokes. They do everything too much better than my old bike.

I never hear anything about these motorcycles anymore except a lot of talk about bringing them back again.

Can you give me the name of any clubs I could contact?

CARL A. MCCLLOUD
Rosamond, CA

The Dirt Diggers M.C. will run a dinosaur class at Ascot May 23. You can give them a call for more information at 213/320-5254...Editor.

Penhall fan requests pen pal

I am an English girl, nearly 18 years old, and a great supporter of Cradley Heath speedway, and of course our World Champ, Bruce Penhall. I would very much like a Californian pen pal (male or female) who shares the same interests as myself. If there is anyone who is interested in speedway over here in Britain, then please could you write to the address given. I look forward very much indeed to hearing from you soon.

DEBBIE WOOD
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Pensnett
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England

Salute to a dealer

My hat's off to the fine folks, especially Don, at Bellflower (CA) Yamaha. I purchased a used 1980 IT425 from them last year and experienced a mysterious piston seizure problem that I finally traced to an intermittent air leak in the intake manifold.

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I feel that people who are willing to go the extra step to satisfy their customers deserve recognition and thanks.

GREG MEICHTRY
Redondo Beach, CA

Give MX back to fans

I just attended the 125/250cc MX National at Lake Whitney, TX. I felt obliged to express my displeasure and those of many more. I think everyone who has had the pleasure to watch National and International motocross at Whitney will agree that it is one of the finest tracks, from a spectator's viewpoint, in the nation. But this year, the event was ruined by the promoters and their excessive security and crowd control.

I respect the need for security, but I feel these measures were excessive. New chain link fence kept spectators sometimes 50 feet from the track, far beyond the old snow fence. Armed foot and horse patrols by the sheriff's department kept fans herded into small areas. At least they tried; spectators would return to forbidden areas only to be forced out again. Also gone was the walkway between the start area and the pits. This made access to other parts of the track much more difficult.

Motocross depends on the fans, and these fans deserve to enjoy the racing, not be hassled by excessive security. I have seen much larger crowds at Whitney and much more track access without any problem. Give motocross back to the fans, not to the promoters.

GARY F. MORGAN
Dallas, TX

World Mini correction

Mr. Corley's account of the 125cc Stock Novice races at the World Mini GP, Apr. 16-18, 1982, at Saddleback were incorrect. On page 16, column three, paragraph three, he said Michael Lieber did not win either of his motos but did win the run-off moto. Michael Lieber did win both of his motos and went into the run-off with two points. Randy Maletta came in fourth and second in his motos and went into the run-off with six points, tied with Joe Clausi.

Randy Maletta won the run-off moto. Michael Lieber came in first, Randy Maletta second, Ron Rogers third. I was there and saw it, and I love them both.

GRANDMA

Next week:

Supercrossers fly through Arrowhead Stadium!

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.



Quentin Hogan dumps fuel in the pot while chasing Mike Johnson at PIR.

Anderson, Burgett, Tyler top new format Washougal MX

By Action OZ

WASHOUGAL, WA, APR. 25

Jim Anderson, Rick Burgett and Scott Tyler ushered in the season opener at Washougal MX Park with wins in today's Pro classes heading probably the largest opener in quite a few seasons. Three hundred fifty riders turned out to catch and provide the action. The three track series is trying a new format this year in hopes of getting better coverage of the sport.

The 125cc Pro class was Jimmy Anderson's all the way. Anderson, riding for Yamhill Yamaha, had driven all night from Boise, ID, but he must have been up because he didn't show any fatigue. He fairly rocketed away both motos to take the 125cc class going away.

Robb Manning (Hon) looked for a time as though he might upset Anderson's plans, but three-quarters of the way through, he fell off the pace. Manning had a very respectable 2-3 day and second overall. Doug Lange, on a Yamaha, did well both motos for third overall with a 5-4 day. Robby Watilo looked good on his opening day to post a fourth overall. Robby rides for R & W Racing on a Yamaha. Tim Michlitsch (Kaw) really pushed Anderson the second moto and was impressive. Michlitsch had bad luck the first moto and finished out of the money. Mike McCormick, riding a Suzuki, posted a fifth overall.

Former National Open Champion Rick Burgett, on a Yamaha, has lost none of his skill. He was able to come from a second the first 250cc moto to a first the second moto and win overall.

Anderson won the first moto and looked smooth doing it. But he had traffic problems during the second moto and could do not better than fifth for a third overall.

Tim Michlitsch was the show both motos. Riding his green machine, he absolutely pressured anyone who was in front both motos. Last season, Tim usually tired and fell off the pace. Not this year; he looks to be back with a vengeance. He flat looks fast. Michlitsch finished to Burgett for second overall.

Lady Luck struck a blow, and Burgett was the loser for it. He DNF in the Open race. He got the holeshot and looked to be on his way for a fat payday, but machines will at times be machines, and he pulled on in.

Scott Tyler (Mai) rode a solid, smooth, fast two motos to make his payday great as he had a 2-1 day.

Larry Hooper, riding for Wheelsport on a Maico, won the first moto but had to settle for a third the second moto for second overall. John Christian (Yam) rode a 3-2 day for a third overall.

The new racing format tried today was received with a 50-50 attitude. Some loved it; some hated it.

The idea is to be able to develop more motocross fans, specifically in the spectator area. So with this in mind, the three series tracks have decided to run the Pros from noon until 3:30, the normal time it takes to watch a football, basketball or similar ball game. It is hoped that by doing this, more of the media people will spring loose to cover our sport so that our riders will get to be a little better known, will cause more readers and viewers to come out and then, hopefully, strengthen involvement with the sport of motocross. It deserves a fair try, so for a year at least, this system will be employed. The A riders, who start right after the Pros, are given a chance to ride longer also.

Results

OPEN PRO: 1. Scott Tyler (Mai); 2. Larry Hooper (Mai); 3. John Christian (Yam).

250 PRO: 1. Rick Burgett (Yam); 2. Tim Michlitsch (Kaw); 3. Jim Anderson (Yam).

125 PRO: 1. Jim Anderson (Yam); 2. Robb Manning (Hon); 3. Doug Lange (Yam).

MINI INT A: 1. Shane Cameron; 2. Mike Crowell; 3. Mark Baumgarden.

MINI INT B: 1. Larry Ward; 2. Mark Semmett; 3. Jamie Munsen.

125 B: 1. Mike Hauskins; 2. Darrell Wodde.

125 EX: 1. Denny Fennell; 2. David Frembl; 3. Mark Simmett.

PEE WEE A: 1. Grant Bergstrom; 2. Jeff Daily; 3. Travis Whitaken.

PEE WEE B: 1. Brad Lewes.

PEE WEE C: 1. Steve Meyer.

250 EX: 1. Scott Zerr; 2. Kyle Fast; 3. Stan Lund.

OPEN EX: 1. Gard Hollinger; 2. Mark Envolsen; 3. Lance Marshall.

100 A: 1. Dennis Fennell.

100 B: 1. Rick Celorie; 2. Steve Jones.

100 C: 1. Jeff Miles.

MINI C JR: 1. Grant Bergstrom; 2. Grant Funner; 3. Mike Finch.

30-40 A: 1. Jim Richardson; 2. Jon English.

30-40 B: 1. Jeff Yaw; 2. Glenn Lockapelle; 3. Steve Castle.

30-40 C: 1. Al Harvey; 2. David Smith; 3. Ronnie Kemp.

125 B INT: 1. John Woodley; 2. Scott Williams; 3. Kevin Hofenbreal.

OT: 1. 31A; 2. Larry Sause; 3. Robert Knox.

OPEN B INT: 1. Doug Mundell; 2. Ron Long; 3. Alan Hinkley.

125 C JR: 1. Doug Eichner; 2. O.J. Warner; 3. Brad Wakefield.

125 INT B: 1. Rick Wielden; 2. Kurt Giggers.

250 B INT: 1. Jenny Ebert; 2. Kyle Hall; 3. Scott Isfell.

125 JR: 1. Cliff Theissen; 2. Bill Roller; 3. Kerry Oval.

250 JR C: 1. Mike Hess; 2. Steve Speece; 3. Don Robinson.

OPEN JR C: 1. Jeff Younce; 2. Rick Fandrey; 3. Greg Wilson.

Rost, Spangler collect dusty Eugene MX wins

By Clay Light

EUGENE, OR, APR. 25

The weather and the racing were the hottest of the season at the Emerald Racing Association's next-to-last race of the 1981-82 season. The big money winners in the Pro classes were Gary Rost (Herb's Cycles Yam), who aced both 250cc Pro motos, and Joe Spangler (Kaw support), who made a mad dash to the flag in moto two to take the 125cc overall with his 3-1 tally.

A good turnout of riders and spectators were treated to some exceptionally fine racing and fine weather to boot. Only problem — the dust. The southern Oregon soil gets miserably dry without water, and the water truck went DNF so track operator Roger Campbell elected to run anyway. Besides, what's a little dust when you are used to sloppy muddy conditions!

Race number one was the 125cc Pro class. National number 888 Spangler shot off the line like a rocket and had Jimmy Wiant (Yam of Springfield) hot on his heels applying early pressure. Wayne Church (Kaw), "Radical" Rodney Keller (Zeronine/Eugene Suz), Clay Light (LOP/Super Seer/Bosch Yam) and Mike Somerville (Kaw) gave chase. The dust was so thick on the opening lap that you could cut it with a knife and still not see the light. Spangler had the advantage with the lead, spraying a silty roost directly at Wiant, who was attempting to steal the lead.

Wiant got his chance when Spangler slid out in the slick corners and went to first spot until Keller collected enough steam to make a move through the whoops, which were slick as ice because of the three inches of dust which made conditions dangerous. Keller pulled away from Wiant by the half as Church came up to put a pass on Spangler for third. Keller had a super 11-second lead on Wiant, but threw a chain, resulting in Wiant retaking the lead leaving Church in second, Spangler third when the white flag came out.

Wiant would soon lose his lead as well when he got out of shape handing Church the win. Wiant got rolling fast enough for second and Spangler third. Keller worked through traffic like a madman to swoop up fourth at the finish.

Moto two saw Spangler again smoke the troops with Wiant, Somerville, Keller and Church holding down the top five spots at the completion of a lap. Keller moved by Somerville to nab third, but Wiant and Spangler were pulling away rapidly from the southern Oregon speedster, the dust making it hard to see where the track ended.

Spangler dazzled the crowd with his amazing display of speed and total control. Wiant was down seven seconds, and Keller was clicking off about three seconds a lap trying to catch Wiant, which he did by holding it open through the barrel turn. Keller closed in on Spangler, but time ran out. Whoever won the moto would take the overall as well. Spangler took the win, but it wasn't easy, holding off Keller by mere feet.

In 250cc Pro action, it was Gary Rost roosting the pack off the line and when the dust had settled, he had a commanding lead over Mitch Kirkpatrick (Moto-X Fox/Bend Suz), Light and Steve Williams (Herb's/Yam support). Rost also used the dust to shut his competition off and held a firm lead at the end of three laps. Williams moved by Light and then Kirkpatrick to take hold of

second, but that would be as far as the Pro-Am number one would get as Rost had a super lead over Williams, who was trying in vain to get a rhythm built up. Rost took the win over Williams and Kirkpatrick.

Moto two had Rost rally to turn one with a healthy holeshot over Williams and Kirkpatrick. Williams made a move for first going through the whoops and got the lead, but exiting was a problem without a shift lever. Kirkpatrick took over the second spot, but Rost had the race pretty much wrapped up and could feel the cash bulging in his wallet. Rost took the moto win for a double moto blitz over Kirkpatrick who went 3-2, Williams (2-3), Light (4-4) and Somerville (5-5).

Results

OPEN PRO: 1. Rodney Keller (Mai).

250 PRO: 1. Gary Rost (Yam); 2. Mitch Kirkpatrick (Suz); 3. Steve Williams (Yam).

125 PRO: 1. Joe Spangler (Kaw); 2. Jimmy Wiant (Yam); 3. Wayne Church (Kaw).

OPEN INT: 1. Mike Smothers (Yam); 2. Derek Louvring (Yam); 3. Jim Wiser (Suz).

OPEN NOV: 1. Rocky Jawad (Yam).

30-40: 1. Bill Row (Yam); 2. Jim Denevan (Mai); 3. Vic Church (Yam).

250 INT: 1. Chett Campbell (Kaw); 2. Bill Row (Yam); 3. Lindsay Wurn (Yam).

250 NOV: 1. Scott Avery (Yam); 2. Tom Wood (Yam); 3. Troy Likens (Kaw).

125 INT: 1. Dwayne Taylor (Hon); 2. Lonny Sayles (Yam); 3. Rick Gunderson (Yam).

125 NOV: 1. Bret Gilkeson (Suz); 2. Mark Wiley (Suz); 3. Mark Williams (Suz).

100 NOV: 1. Troy McPike (Suz).

MINI INT: 1. Matt Ramey (Yam); 2. Anthony Valenzuela (Yam).

MINI NOV: 1. Damon Schaffer (Yam); 2. Gary Wills (Kaw); 3. Brad Cox (Kaw).

Oregon road racers run in rain

By Russ Cazier

Photo by Dick Blocksma

PORTLAND, OR, APR. 18

The Oregon Motorcycle Road Racing Association held its first race of the season at Portland International Raceway in all too typical April weather, which alternated between hard rain, light rain, hail and even sunshine.

A major surprise occurred when, for the first time in over two years, someone beside Keith Pinkstaff won Open Production. Jim Dawley won it, on a 550 Seca from Steve's Yamaha, with placings of first in the first heat and fourth in the second.

Pinkstaff low-sided gently in the first heat and finished last, but returned to form in the second heat and won. Pinkstaff won Open GP and Open Cafe on his well worn but still effective 1980 GS1100 Suzuki. He was supposed to have been riding a killer Kawasaki superbike which Dan Freeman is putting together, but it bent a valve during a cylinder leakage test Saturday night. Wheelsport, Pinkstaff's new sponsor, should be satisfied with his performance on the stock machine.

The other racing Pinkstaff, Howard, was treated to a hard rain for his first ride on slicks on his newly acquired Yamaha thumper. He took it very easy and stayed upright for a third in the first heat, but had a dry track and the win in the second heat. His placings of 3-1 were good enough for the overall win in Open Single GP.

Keith, his son, said, "Now I suppose I'll have to listen to the old man tell me how to race in the rain, especially since I fell down."

Tony Howard, in his second year of road racing, won the first heat of Open Cafe. Howard had ridden the bike 250 miles in the rain on the No Wimps Road Rally the previous weekend, and took to the wet track like an

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NORTHERN DATELINE



Derrick Personette launched himself to the 125cc Pro win at Emmett.

Oregon duck. His finishes of 1-5 were good for a second overall.

The largest class by far was 550cc Production, with 18 entries. The field included six 550 Secas and seven GPz550s, and Yamaha fans were delighted with the white parade across the finish line for the first heat, with the first five places occupied by Secas. Quentin Hogan inserted his GPz into second place in the final heat, but Secas took the first four places in the final results.

Mike Johnson, in his local debut at racing production motorcycles, enjoyed the advantages of a ride that starts and finishes a race, and won both heats of 550cc Production on a Vancouver Yamaha Seca.

Gene Brown, a very experienced GP racer and OMRRA's current number one plate, tried out a Seca himself and pulled a second overall with it. Brown also finished second in Formula Two on a TZ250, finishing behind his former protege, Doug Guthrie. Guthrie once again got away with running a very used TZ250 in the Claiming race, put a hundred bucks in his pocket and still has the TZ, presumably ready to strike again at the next race.

The wet track caused a lot of crashes, though most were fairly gentle low-sides. One was not, when Brian Stewart on a GPz550 got wide coming onto the back straight. He and the bike both bounced end over end for an breathtaking distance alongside the track. The bike ended up with hardly an undented spot on it, and Stewart with a broken collarbone. He took it in surprisingly good humor when a rider who had an excellent view of his crash awarded him a 7.3 on difficulty of maneuver and a 10.0 for style.

The Formula Three class, new this year, provided excellent racing. The class includes 125cc two-stroke singles and twins, 250cc two-stroke singles, 450cc four-stroke singles and Open pre-unit four-stroke singles. Dean Zinter took the class on an air-cooled Honda 125cc GP machine.

Jeff Doan showed he has been doing his homework with his RD400 over the winter, as he took a close win in 600cc Cafe, the second most popular class. Doan's bike reflects the results of doing the right things, carefully, with a sound design. Doan can obviously ride it, as well.

Results

OPEN PROD: 1. James Dawley (Yam); 2. Rich Cheadle (Duc); 3. Kevin Frazer (Suz).
750 PROD: 1. Quentin Hogan (Kaw); 2. Eugene Brown (Yam); 3. Mike Dawson (Yam).
550 PROD: 1. Mike Johnson (Yam); 2. Eugene Brown (Yam); 3. James Dawley (Yam).
430 PROD: 1. Mike Sullivan (Yam); 2. Larry Buck (Hon); 3. Richard Burnham (Yam).
OPEN CAFE: 1. Keith Pinkstaff (Suz); 2. Tony Howard (Kaw); 3. Dan Zlock (Suz).
850 CAFE: 1. Dan Zlock (Suz); 2. Rich Cheadle (Duc); 3. Dean Menken (Suz).
600 CAFE: 1. Jeff Doan (Yam); 2. Quentin Hogan (Kaw); 3. Paul Gillen (Yam).
OPEN GP: 1. Keith Pinkstaff (Suz); 2. Dan Zlock (Suz); 3. Mike Sorge (Hon).
OPEN SGL GP: 1. Howard Pinkstaff (Yam); 2. John Moffett (Kaw); 3. Mark Manion (Yam).
FORMULA 2: 1. Doug Guthrie (Yam); 2. Eugene Brown (Yam); 3. James Fenneson, Jr. (Yam).
FORMULA 3: 1. Dean Zinter (Hon); 2. John Moffett (Kaw); 3. Warren Burton (Mon).
CLAIMING: 1. Doug Guthrie (Yam); 2. Dale Zlock (Mon); 3. Larry Vevig (Suz).

Gold Cup Amateur action osterized at SIR

By Clay Light

KENT, WA, APR. 17-18

Seattle International Raceway hosted the first two-day Gold Cup race in the long series

with Amateurs racing on both superb days. They ran two motos on Saturday and their final on Sunday to give the Pros a breather between motos. Steve Oster (Suz) did it to the Mini A class, "Osterizing" the troops once again with his banzai, let-it-all-hang-out style, going for a perfect 1-1-1 tally to take home the brass.

Three riders did the triple deed to their classes in A action; the other two were 125cc A winner Jeff Chapman (Kaw) — who showed everyone why he carries the number one Expert plate in the district — and Wade Janssen (Yam) in the 100cc A class.

Somewhere in the neighborhood of 250 Amateurs were on hand both days; Saturday saw a few rain showers and some snowy cold weather, which made the course dusty later in the day. The track was very rough and extremely rocky. The track was also barricaded in areas so that the lesser experienced Amateurs didn't have to run the gnarly downhills.

In moto one of the 125cc A class, it was Dennis Dolquist who came out front into the stair step whoops over Chapman and Billy Welland (Yam). Chapman moved by Dolquist, who was last year's big winner, for the lead in the 30-rider field. Chapman opened up a nice lead on the others to take the first moto win with Dolquist second, Welland third and fourth to David Froembling (Hon support).

Moto two it was once again a green blur speeding to the front. Chapman proceeded to tear up the track in the process of wrapping up this moto, and that's just what he did. Second went to Froembling, third Brad Halka (Yam) and fourth to Dolquist.

Sunday's final moto had Chapman collect another holeshot and sail off in search of the checkered flag which he found first. Second was Marshall Favre (Suz). Third went to Vonn Jones (Yam), who held off Darren Criss (Hon) and Welland.

In Mini A racing, Oster ran the pack through the "blender" at the completion of a lap. Oster, Randy Stone (Yam), Shawn Galbraith (Hon) and Tommy Judge (Yam) were top five throughout the moto and stayed in that order at the flag. Second outing, well wave bye bye to Oster everybody; he wrapped up another win to bag both Saturday motos while second went to Scott Rose (Yam), who was sixth moto one.

Third and final moto again went Oster's way from start to finish. Oster wasn't to be denied the win. Second in the moto was Tom Camp (Yam) and third to Scott Grimm (Yam), who took second overall with a 4-3-3 score.

The 100cc A class was also an excellent show for whatever spectators who weren't trying to get a look at the formula cars racing in between Pro motos at the nearby road race track. Wade Janssen walloped the pack right off the start on his Yamaha over Jamie Clendenen (Yam) and Billy Welland (Yam). Janssen jammed the class to take the win and was back out front in moto two holding Robbie Evans (Yam) at bay the remainder of the race. Evans was to be Janssen's closest competition of the weekend, for moto three on Sunday was another story. Janssen grabbed the lead and walked away with his moto for his perfect 1-1-1 tally. Second in the moto was Clendenen who took second overall going 2-3-2.

Results

MINI A: 1. Steve Oster (Suz); 2. Scott Grimm (Yam); 3. Tom Camp (Yam).
PEE WEE A: 1. Casey Jones (Yam); 2. Louis Aron (Yam).

MINI B: 1. Jim Schuyler (Yam); 2. Bruce Johnson (Yam); 3. Gary Trudel (Yam).
PEE WEE B: 1. Tara Harrison (Yam); 2. Scott Fisher (Yam); 3. Brad Lewis (Yam).
100 A: 1. Wade Janssen (Yam); 2. Jamie Clendenen (Yam); 3. Billy Welland (Yam).
100 B: 1. Todd Bringman (Yam); 2. Bill Knight (Yam); 3. Mike Reed (Yam).
125 A: 1. Jeff Chapman (Kaw); 2. Dennis Dolquist (Yam); 3. Marshall Favre (Suz).
125 B: 1. Mike Wickman (Suz); 2. David Thompson (Kaw); 3. Bobby Monroe (Kaw).
250 B: 1. Brad Hall (Hon); 2. Charlie Mitchell (Yam); 3. Gary Snyder (Hon).
OPEN A: 1. Peter Treadwell (Suz); 2. Tim Birk (Suz); 3. Mark Envolsen (Hon).
OPEN B: 1. Guy Studeman (Yam); 2. Joe Mayerir (Hon); 3. Allen Stafford (Hon).

Personette, Olberding, Hickman take Emmett MX

By Sandy Beebe

EMMETT, ID, APR. 11

Derrick Personette (Suz) took the 125cc Pros easily and would have won the 250s also, but Mark Olberding (who helped build the track) had some other ideas for his hometown crowd at Emmett's MX. Warren "Pud" Hickman (Yam) who usually wins the 250s in Boise was forced to third here, but he won the Open Pro class to pay for his trip over.

Personette has yet to lose a single moto this year in Idaho in the 125cc class, and the Emmett race was no exception. He led by miles in the morning mud and the afternoon, too. The real battles and scars were back for second and third. In the first moto, Clint Webb (Yam) thrashed himself and his bike in the stadium-style jumps in the sand wash. He finished bending the unbroken parts in the second moto.

In moto two, Willy Beebe (Hon) drove by David Barnowski (Yam) on a long uphill and then went like mad to keep from being landed on as they flew off the hill on top. Barnowski, a super crowd drawing jumper, has been known to land on people before, but Beebe got out of the landing zone and held it on for second overall.

After the morning rain and mud, the sun came out, the traction came up, and the lap times went way down. Mark Olberding (Suz) had already won the first moto by a mile, and the crowd gaathered to watch their best hometown rider let it out as the track got faster. With Personette and both Hickmans (Pud and Ed) in trail, the crowd formed on a natural roll jump. With cameras, Rocky Mountain kool-aid and thumbs up, they egged him on for more air. He gave them the air and took the money.

The crowd stayed right there on the roll jump for the Open Pros. With Pud Hickman leading and Dan Lees (Hon) behind him, George Collingham (Yam) gave them their max lunch leap. He lit in the flat. George is a moose of a guy, and he took it better than the bike. He had to pull off the track with the bars bent down by the tank and eight spokes broken out of the front wheel. Hickman wound up the overall winner.

Results

125 EX: 1. Derrick Personette (Suz); 2. Willy Beebe (Hon); 3. Robert Nancolas (Yam).
250 EX: 1. Mark Olberding (Suz); 2. Derrick Personette (Suz); 3. Warren Hickman (Yam).
OPEN EX: 1. Warren Hickman (Yam); 2. Dan Lees (Hon); 3. Bruce Stingley (Yam).
MINI EX: 1. Cory Barton (Yam); 2. John Kipper (Yam).
MINI BEG: 1. Brian Hale (Kaw); 2. Chad Case (Yam); 3. Troy Lankford (Kaw).
125 BEG: 1. Steve Lankford (Kaw); 2. Jim Lankford (Kaw); 3. Marty Jamison.
250 BEG: 1. Dana DeChambeau; 2. Larry Neff; 3. Ed Phillips.
OPEN BEG: 1. Scott Darling; 2. Rick Putzier; 3. Randy Reiman.

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NORTHERN DATELINE



Robb Manning tore up the track and the 125cc Pro class at Woodland's MX.

Manning, Blasdel, Tyler take Woodland MX finale

By Brian Barnes

WOODLAND, WA, APR. 24

With high-point titles on the line, Woodland Winter Track closed out its 1982 racing season. Robb Manning (125cc), Rowdy Blasdel (250cc) and Scott Tyler (Open) came away with the final Pro wins of the season, all in a very convincing manner with each rider posting two firsts.

Manning, a Honda support rider, blitzed the 125cc Pro class in both motos, pulling far away from his competition. Jim R. Anderson (Vancouver Yam) grabbed the first moto holeshot with Suzuki rider Lance Richotte and Don Gores (Olympic Yam) trailing. Manning was in last place on the holeshot but by the fourth lap had moved into the lead for good. Gores and Richotte were behind Manning with Honda-mounted Cory Klaudt and Anderson in fourth and fifth.

Richotte had been running a strong race in third trying in desperation to pass Gores, but with less than a lap left, he took a nasty get-off in the woods to retire him from the moto. Manning took the win with Gores and Klaudt in tow.

The second moto saw Manning holeshot and never look back. He took an easy victory with Gores following him in second and Richotte coming back to take third.

Rowdy Blasdel (Gresham Suz) scored his 250cc Pro overall in much the same manner Manning had for the 125s. In the first moto, Blasdel holeshot with Scott Tyler (Mai) and Jeff Cropper (O'Neal/Gresham Suz) falling in behind. Tyler stole Blasdel's lead for two laps, but a number of crashes by the usually smooth Maico rider ruined any hopes of winning. Cropper scored second on his Suzuki with Tyler third.

The second moto was a repeat of the first with Blasdel leading the way, holeshot to checkered flag ahead of Cropper and Tyler.

Tyler returned in Open Pro to take both moto wins on his 490 Maico. He led wire to wire each moto with Don Gores and Ted Devol on a KTM taking second and third in each go around.

The 125cc Intermediate class has been thrilling to watch the whole season with a young Suzuki rider

named Darryl Waddle providing the thrills. Waddle, who claimed the fall series Junior high-point trophy, moved up to the Intermediates this spring and proved he'll be one to watch in the future, claiming his second high-point trophy, this time in the Intermediate class. Pros watch out!

Waddle won both motos of the race but only after a great dice in each. His competition came in the form of two district champions named Jeff Chapman (Kaw support) and David Froembling (Hon support). Both riders are very good and ride the majority of the Northwest's biggest races. With this in mind, Waddle set out to show everyone what he is capable of.

The first moto was very exciting. Froembling holeshot with Chapman and Waddle in tow. Chapman took over on the second lap and led till the last lap with Froembling and Waddle not more than a fender's length behind. But on the last lap, Waddle made a daring pass of both riders, claiming the moto win. Chapman took second and Froembling a close third.

By the time the second moto was on the line, everyone in the place had lined the track to see if daring Darryl could win again. Craig Timm (Hon) led the start, but by the time they had completed the first lap, Waddle had moved into the lead for good. Chapman had gotten a bad start, and Froembling was trying to gain any ground he could in fourth. Waddle cruised to the win and first overall with Yamaha-mounted Mark Simmet a strong second, Froembling third and a hard charging Chapman fourth.

After the race was over, Jim and Mercine Blasdel, the track owners, handed out the high-point trophies to the lucky winners and then treated all who had enjoyed the day's races to a delicious spaghetti dinner. One more race remains at Woodland, that being the Yamaha Gold Cup on May 8. So until next season, have a fun summer.

Results

PEE WEE: 1. Justin Stanning (Yam); 2. Brad Lewis (Yam).

MINI JR: 1. Mike Finch (Hon); 2. Tim Underwood (Yam); 3. Brian Bachmier (Hon).

MINI INT: 1. Mike Crowell (Yam); 2. Jim Myren (Yam); 3. Darrin Rogers (Yam).

MINI EX: 1. Mark Simmet (Yam); 2. Oren Bray (Yam); 3. Rick Simmet (Yam).

100 JR: 1. Koll Myklebust (Suz); 2. Mike Crowell (Yam).

125 PRO: 1. Robb Manning (Hon); 2. Don Gores (Yam); 3. Cory Klaudt (Hon).

125 INT: 1. Darryl Waddle (Suz); 2. David Froembling (Hon); 3. Jeff Chapman (Kaw).

125 JR: 1. Mark Rismoen (Yam); 2. Roger Sherrill (Yam); 3. Kevin White (Hon).

250 PRO: 1. Rowdy Blasdel (Suz); 2. Jeff Cropper (Suz); 3. Scott Tyler (Mai).

250 INT: 1. Stan Lunt (Kaw); 2. Gard Hollinger (Mai); 3. Dan Fitch (Suz).

250 JR: 1. Dan Soushek (Hon); 2. Greg Slytev (Yam); 3. Rooney Jennsen (Mai).

OPEN PRO: 1. Scott Tyler (Mai); 2. Don Gores (Yam); 3. Ted Devol (KTM).

OPEN INT: 1. Gard Hollinger (Mai); 2. Mark Envoisen (Hon).

OPEN JR: 1. Roger Knight (Yam); 2. Gary Latimer (KTM); 3. Clarence Pitts (Yam).

30-40 A: 1. Roger Knight (Yam); 2. Ray Shanafelt (Mai).

30-40 B: 1. George Dennis (Kaw).

30-40 C: 1. Ron Kemp (Mai).

OT EX: 1. John Semmler (Yam).

OT AM: 1. Clarence Pitts (Yam).

SERIES CHAMPIONS

PEE WEE: 1. Justin Stanning.

MINI JR: 1. Rich Walters.

MINI INT: 1. Jim Myren.

MINI EX: 1. Larry Ward.

100 JR: 1. Koll Myklebust.

100 INT: 1. Steve Jones.

125 JR: 1. John Bean.

125 INT: 1. Darryl Waddle.

125 PRO: 1. Jim Anderson.

250 JR: 1. Terry Lee.

250 INT: 1. Dave Eakin.

250 PRO: 1. Scott Tyler.

OPEN JR: 1. Roger Knight.

OPEN INT: 1. Dave Eakin.

OPEN PRO: 1. Don Gores.

OTH A: 1. Jim Parks.

OTH B: 1. Jim Wood.

OTH C: 1. Mike Walsh/Dennis Anliker.

OT: 1. Gary Bonds.

Central Pipeline



Mark Witt ended up the 250cc Intermediate Texas Series winner.

Rhoten doubles at Texas MX Series finale

By BC

TYLER, TX, APR. 25

The 10th annual Texas Motocross Series came to a close today at the rolling hills of Bill Law's Swans Raceway. All the folks who made it up to the track Saturday night enjoyed a Texas barbeque with free beer, live music and a big bonfire to warm your buns on. In contrast to the rainy weather around the state, the sun battled the clouds away Sunday, and the stage was set.

In the 60cc class, Sean Cook (Yam) took the overall win for the day as well as the series. Running a strong second throughout the series was Eric Alstrin (Yam). Sean was also tough in the Mini Junior class, finishing second overall in the series. Mini Junior series winner Chip Chandler (Suz) had his hands full with Mike Franks (Kaw), a local hotshoe who won today's race.

The Mini Senior class was one of the most action-filled classes, starting as many as 40 bikes on the line at once. It was anybody's ball game up to the last checkered flag. Today's race yielded a three-way tie for first with Tommy Collier (Yam, 3-1) besting Billy Whitley (Yam, 2-2) and Eddie Vreeland (Kaw, 1-3). Consistency paid off as Collier also claimed the series win with Scott Thomas (Kaw) second and Darren Champagne (Suz) third with only a four point spread separating the top three.

The Mini Open class gave the minis a fun class, a chance to let it hang out and see who was in the best shape. Eddie Vreeland opted for two moto wins today, but Chris Wallis (Kaw) walked off with the series win.

The "Robstown Wiz" Darin Williams (Yam) blasted the 100cc class today and overall, mostly at the expense of Jeff Gibson (Yam). Naturally, the 125cc Novices remained the biggest class of the series. Next year we hope to break out the Beginners to give them a chance. Chuck Julien (Kaw) one-oned the Novices today giving him a commanding series victory.

Ken Fox (Kaw) had today's 125cc Intermediate win in the bag until his bike quit two turns from the checkered. As he pushed in, Wesley Wiggins (Kaw) copped the win, but nobody could come close to Fox in the series overall.

In Over 30 Expert, Jack Siegrist (Yam) went right down to the wire almost letting Billy Click (Hon) outplace him, but Click stopped for a soil sample and second for today and

in the series to Siegrist. Meanwhile, David Hubbard (Hon) logged the overall win for the day.

Local 250cc Intermediate Donnie Margraves (Kaw) had a field day. As both series leaders took tumbles, he got the overall win for the day. Mark Witt (Hon) won the overall series after a series-long battle with Ron Sussman (Yam).

In the Open Intermediate (or the 480 Honda class) Jeff Ellis (Hon) and Jeff Webb (Hon) battled each moto, with Ellis coming out number one today and overall in the series.

This year for the Experts, a new format was tried. Instead of your basic overall money per race and overall, the big money was paid by moto only. This made each moto a \$500 race unto itself; no race strategy, just go for the cash. Galveston Honda posted a \$50 cash bonus to an overall race winner on a Honda.

In 125cc Expert action, Kyle Landrum (Kaw) on a weekend break in the Nationals won the overall today with a 2-2. Carroll Richardson (Yam) turned a 1-3 in for second and Dean Cates' (Hon) 2-3 earned third. Ricky Glaser (Suz) won the second moto. Alley Semar (Hon) bested Mike Clements (Hon) for the series win.

The 250cc Experts had been the hot class with Dan Conway (Kaw) setting the pace, winning the first six motos. Dan left for Florida with the 250cc title in the bag. Darren Rhoten (Yam) picked up that pace today, challenging and passing Ricky Glaser (Suz) in both motos. Derek Wedding (Kaw) came in for a close third overall today.

A surprise entry in the Open Experts was Darren Rhoten (Yam) who decided to ride all three Expert classes, besting David Stutts (Yam) and Tom Holton (Hon) today. Stutts won the overall for the series while Jeff Shaw (Hus) was having a lousy day but took second in the series.

Results

60: 1. Sean Cook (Yam); 2. Eric Alstrin (Yam); 3. Braden Roland (Yam).

80 JR: 1. Mike Franks (Kaw); 2. Chip Chandler (Suz); 3. Sean Cook (Yam).

80 SR: 1. Tommy Collier (Yam); 2. Billy Whitley (Yam); 3. Eddie Vreeland (Kaw).

80 OPEN: 1. Eddie Vreeland (Kaw); 2. Billy Whitley (Yam); 3. Tommy Collier (Yam).

100: 1. Darin Williams (Yam); 2. Mark Cochran (Yam); 3. Petter Gunderson (Yam).

125 NOV: 1. Chuck Julien (Kaw); 2. Monty Bland (Yam); 3. Daryl Austin (Yam).

250 NOV: 1. Richie Hull (Yam); 2. Mike Driggers (Hon); 3. Craig Helmore (Kaw).

OVER 30 INT: 1. Troy Rapp (Suz); 2. Jimmy Smith (Yam); 3. Mike Franks (Kaw).

OVER 30 EX: 1. David Hubbard (Hon); 2. Billy Click (Hon); 3. Jack Siegrist (Yam).

125 INT: 1. Wesley Wiggins (Kaw); 2. Daryl Wilks (Kaw); 3. Ken Fox (Kaw).

250 INT: 1. Donnie Margraves (Kaw); 2. Bo Stegall (Kaw); 3. Bubba Schultz (Hon).

OPEN INT: 1. Jeff Ellis (Hon); 2. Jeff Webb (Hon); 3. David Green (Hus).

125 EX: 1. Kyle Landrum (Kaw); 2. Carroll Richardson (Yam); 3. Dean Cates (Hon).

250 EX: 1. Darren Rhoten (Yam); 2. Ricky Glaser (Suz); 3. Derek Wedding (Kaw).

OPEN EX: 1. Darren Rhoten (Yam); 2. David Stutts (Yam); 3. Tom Holton (Hon).

RESULTS

Shasta Dam Grand Prix Shasta Dam, CA Apr. 18, 1982 By Jim Bowman

OVERALL	
Jerome Heiberger	Mai
OPEN A	
Jerome Heiberger	Mai
Ken Ramsey	KTM
Kevin Brown	Hon
Conrad Stitser	KTM
Craig Fator	Suz
WOMEN DIV A	
Tracy Gallo	Hon
250 B	
Chris Loer	
OPEN B	
Dale Warmuth	
Chris Riddle	
125 C	
Ron LaPointe	
200 C	
Don Shipman	
250 C	
Matt Vulk	
Scott Reynolds	
Mike DeHerrera	
OPEN C	
Mark Maier	
Steve Pullin	
Jim Irvin	
Sid Schultz	
David Rhodes	
VET A	
Paul Bostrom	Hon
Tom Jepson	
David Morgan	
Walt Feyling	
OT A	
Ray Hinson	
Jesse Goldberg	
Duane Spence	
VET B	
Bill Dart	
Jerry Winkelbeauer	
OT B	
Dick Jobe	
John Shaffer	
John Blazer	
VET C	
Tom Armstrong	
Michael Ewins	
Terry Anderson	
Bill Spinola	
OT C	
Bob Skover	
Gary Collard	
Billy Fain	

Michael Davis	
Darin Shirley	
Doug Faulk	
OPEN AM	
Jim Mallewick	
Mike Moore	
Larry Gill	
Steve Jones	
Robert Walls	
250 AM	
Lennis Faulk	
Kevin Newsom	
John Hejny	
Craig Brown	
Norman Hawkins	
200 AM	
Ray Waits	
Gary Gardner	
Rickey Pickering	
Richard Shirley	
Steve Gillis	
125 AM	
Mike Bruce, Jr.	
Eddie Dugan	
Glen Hejny	
Jim Snyder	
Darrell Lamance	
OVER 30 AM	
Claude Pierce	
Cliff Alford	
Jim Wright	
Don Ehmke	
Ronald Mullen	
OVER 40 AM	
Norman Delamar	
Chuck Matheny	
Bill Fleming	
Don Osborne	
Ray Cleveland	
LADIES	
Cindy Bivins	
Patty Snell	
Marsha Wilbanks	
Kathy Bobby	
Chris Fleming	

Brent Dodson	Yam
David Green	Hus
David Hubbard	Hon
125 EX	
Alley Semar	Hon
Miek Clenents	Hon
Jerry Surber	Hon
Terry Thomas	Kaw
Kyle Landrum	Kaw
250 EX	
Dan Conway	Kaw
David Jones	Hus
Ricky Glaser	Suz
Willie Phee	Hon
Greg Bonnin	Suz
OPEN EX	
David Stutts	Yam
Jeff Shaw	Hus
Mitch Wilson	Hus
Tom Curry	Hon
Doug Paley	Mai

Motocross Lefors Supertrack Lefors, TX Apr. 25, 1982

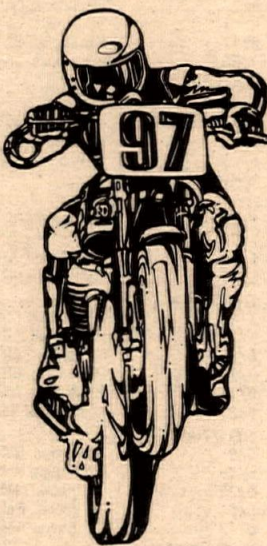
TEENY MINI	
Chad Hubbard	Yam
Kevin Martin	Suz
George Adams	Yam
MINI MINI	
Shannon Horn	Yam
Denny Howard	Yam
Jason Arthur	Suz
80 JR	
Jimmy Hannon	Suz
Randy Mandress	Yam
Jason Arthur	Kaw
80 JR	
Stoney Horn	Yam
Greg Alexander	Yam
Mike Wilson	Kaw
100	
Greg Alexander	Yam
Shane Stokes	Suz
Brian Howard	Suz
125 TROPHY	
Marvin Skinner, Jr.	Suz
Mike Jones	Yam
David Youree	Suz
Tim Mandrell	Yam
250 TROPHY	
Marvin Skinner, Jr.	Suz
Phillip Seely	Suz
Ron Odum	KTM
Tim Sarchet	Yam
OPEN	
Tom Johnson	Hon
Greg Odum	KTM
Chuck Kennedy	Suz
OVER 30	
Robert Jones	Yam
Mike Urton	Yam
Kurt Kelly	Suz
Harold Wilson	Suz
125 EX	
Jay Jones	Hon
Todd Snider	Hon
250 EX	
Rick Pettis	Kaw
Jerry Skinner	Suz
Gary Griggs	Suz

Final 1982 Texas MX Series Class Standings By BC

60	
Sean Cook	Yam
Erin Alstrin	Yam
Crispy Vreeland	Yam
Jerry Norwood	Yam
Shawn McHenry	Yam
MINI JR	
Chip Chandler	Suz
Sean Cook	Yam
David Dovell	Suz
Cliff Schmidt	Suz
Shawn McHenry	Kaw
MINI SR	
Tommy Collier	Yam
Scott Thomas	Kaw
Darrin Champagne	Suz
Jason Langford	Kaw
Eddie Craft	Kaw
OPEN	
Chris Wallis	Kaw
Tommy Collier	Yam
Peter Gunderson	Yam
Arron Forman	Kaw
Buddy Bell	Kaw
100	
Darin Williams	Yam
Jeff Gibson	Yam
Peter Gunderson	Yam
Mark Cochran	Yam
Tim Le Compt	Yam
125 NOV	
Chuck Julien	Kaw
Daryl Austin	Yam
Mike Noble	Suz
Eric Davidson	Yam
Robert Taylor	Yam
250 NOV	
Richie Hull	Yam
Mike Driggers	Hon
John Fricke	Yam
Frank Buehler	Hon
Craig Helmore	Kaw
OVER 30 INT	
Troy Rapp	Suz
Jim Smith	Yam
Steve Edds	Hon
Jimmy Williams	Suz
Gerald Rose	Yam
OVER 30 EX	
Jack Seigrist	Yam
Billy Click	Hon
David Hubbard	Hon
Bryan Fox	Suz
Richard Stelter	Hus
125 INT	
Ken Fox	Kaw
Darryl Willis	Kaw
Jerry Leblanc	Suz
Rusty Dovell	Suz
Philip Calhoun	Yam
250 INT	
Mark Witt	Hon
Ron Sussman	Yam
Raymond Schultz	Hon
Stuart Cotton	Suz
Bobby Gudry	Kaw
OPEN INT	
Jeff Ellis	Hon
Jeff Webb	Hon

TCCRA Race #1005 Torro Raceway Irving, TX Apr. 25, 1982 By Christine Estes

PRO	
Randall Tarter	
Bruce Hallmark	
David Greenhill	
Dana Wright	
Tod Myers	
OPEN EX	
Randy White	
Paul Paynter	
John Fiesthamel	
James Mora	
Joe Sikes	
250 EX	
Ray Grippin	
Bobby Thomason	
Keith Richardson	
Ken Mulkey	
Jerry Jones	
200 EX	
David Price	
Ted Elmore	
Jerry Walker	
Andy Cleveland	
Ken Watkins	
125 EX	
Matt Smith	
Rick Riccardi	
Steve Starnes	
Gerald Flippin	
Glen Boyett	
OVER 30 EX	
Harold Kendrick	
Ron Lane	
Barry Franklin	
John Paynter	
Ed Terrell	
OVER 30 INT	
David Folmar	
James Gibbs	
R.C. Wagner	
Jim Stewart	
Mel Eddy	
MINI SR	
D.L. Wood	
Kyle Gallagher	
Doug Matheny	
Troy Delamar	
Brad Rhoten	
MINI JR	
Peanut Denny	
Mike Vester, Jr.	



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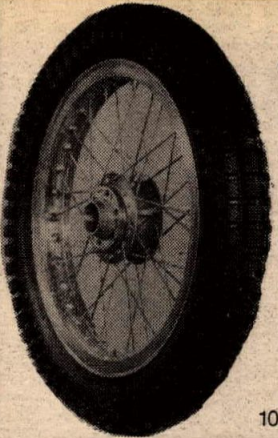
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MAY 30 CARLSBAD GP

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May *22/23-Willow Springs

June 6 — Laguna Seca

June 13 — Sears Point

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CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

5/8	Kansas City, MO
7/17	Los Angeles, CA
11/6	San Diego, CA

AMA National Motocross Series

5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghamton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

NMA Grand National Championship Series

NORTHWEST	
6/12	Boise, ID
6/19	Roseburg, OR
WESTERN 2	
5/16	Brentwood, CA
5/23	Freemont, CA
6/6	Brentwood, CA
6/13	Huron, CA
6/27	Brentwood, CA
WESTERN 1	
5/8&9	Las Vegas, NV
5/23	Saddleback, CA
6/13	Arroyo, CA
6/27	Indian Dunes, CA
7/3&4	Barona Oaks, CA
ARIZONA	
5/8	Phoenix, AZ
5/16	Blythe, CA
5/29	Reno, NV
ROCKY MTN. 2	
5/22	Idaho Falls, ID
5/23	Idaho Falls, ID
6/19	Mt. Home, ID
6/20	Mt. Home, ID
ROCKY MTN. 1	
5/8	Trinidad, CO
5/9	Trinidad, CO
6/5	Ft. Collins, CO
6/6	Ft. Collins, CO
6/26	Mitchell, NE
6/27	Mitchell, NE
SOUTHWEST	
5/9	Carlsbad, NM
5/16	Farmington, NM
5/23	Hobbs, NM
6/6	Albuquerque, NM
6/13	Gallup, NM
HIGH PLAINS	
5/16	Le Foes, TX
5/30	Midland, TX
6/13	Wellington, TX
6/27	Lawton, OK
TEXAS	
5/15&16	Conroe, TX
6/5&6	Dallas-Ft. Worth, TX
6/19&20	Houston, TX
CENTRAL	
5/15&16	St. Joseph, MO
5/29&30	Great Bend, KS
6/12&13	New Boston, MO
6/26&27	Ks. City, MO

OZARK

5/29&30	Springfield, MO
6/5&6	Branson, MO
6/19&20	Tulsa, OK

AMA Superbike Road Race Series

5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

5/15-16	Sonoma, CA
7/31-8/1*	Lexington, OH
10/9-10*	College Station, TX

AMA National Enduro Schedule

Eastern Region	
5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY
Central Region	
8/22	Lansing, MI
9/5	Waukegan, IA
10/3	Evansville, IN
Western Region	
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules AMA/Dragebikel

6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
6/26-27	Freemont, CA
7/10-11	Bryon, IL
7/31-8/1	St. Louis, MO
8/11-14	Sturgis, SD
8/21-22	Atco, NJ
9/4-5	Cicero, NY
9/11-12	Columbus, OH
9/18-19	E. Irvine, CA
9/25-26	Commerce, GA
10/17	Fayetteville, NC
10/24	Hollywood, FL
10/24	Freemont, CA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL
IDBA	
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

5/29-30	Epping, NH
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18***	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Freemont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

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SCORE/Pernod Race Schedule

6/4-6	Baja Internacional
8/6-8	Baja California, Mexico
	Off Road World
	Championship
	Riverside Int'l. Raceway
	Riverside, CA
11/3-6	Baja 1000
	Baja California, Mexico

World Champion- ship Road Race Series

5/9	France
5/23	Spain
5/30	Italy
6/26	Holland

7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Champion- ship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
7/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Champion- ship Motocross Series

5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Champion- ship Trials Series

5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

Other Major Events Abroad

6/5-11	Isle of Man TT
	Isle of Man
7/4	Vila Real TT
	Portugal
8/21	Ulster GP & TT
	Ireland
9/5	Trophee des Nations
	Germany
9/12	Motocross des Nations
	Switzerland
9/19	Coupe des Nations
	Italy
9/19	World Long Track
	Championship
	Korsko, Denmark
9/20-25	ISDE
	Povaska Bystrica,
	Czechoslovakia

National Road Runs

5/28-30	National Championship
	Field Meet
	Great Bend, IN
9/4-5	National Championship
	Poker Run
	Binghamton, NY
9/11-12	Eastern Championship
	Timed Road Run
	Hazlet, NJ
TBA	Western Championship
	Timed Road Run
	Open
11/27	Cycle News Barstow to
	Vegas Poker Run
	Barstow, CA — Las Vegas, NV

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May 9

D-36 MOTO-CROSS

Prairie City OHV Park, Sacramento, CA. Hwy. 50 E of town to Prairie City Rd. S. rt. on White Rock Rd. 1 mi. to track. All classes, big trophies + bonus, 100% Pro p.b. Half price for spectator admission for mothers. Gates open 8:30 a.m., prac. 7:30, race 9. Entry \$15, Ex. \$15 + \$5, watch \$4, under 12 \$1. DeMello, MX Prom. Info 916/988-2208 (Vasco DeMello).

COYOTE LOCO MOTO-CROSS

Guadalupe, Baja California, Mexico. I-5 or 805 S to Tijuana, take old hwy. or toll rd. toward Ensenada 47 mi., off La Fonda La Mission exit 16 mi. to Guadalupe exit, 5 mi. on gravel rd. to track. All classes, 30% trophies, 100% Pro p.b. No memb. req. Prac. 8:30-10:30 a.m., race 11. Entry \$10, Pros \$15, free admission to riders. Info 714/429-9287 (after 2 p.m.).

CYCLELAND MOTO-CROSS

Cycleland Speedway, Chico, CA. U.S. 99 @ Nelson Rd. All classes, + 3-Whirl @ 4-stroke. No pit riding or rider ins. Rain or Shine. Gate 6:30 a.m., prac. 8:30, race 10. Entry \$10, watch \$3.50. Same day a swap meet with free space. Moural Associates. Info 916/342-0063, 342-4216.

STURGIS SHORT TRACK

J.C. Hoel Short Track, Sturgis, SD. All classes, troph., 100% p.b. for Pros. Gates open noon except July 17 when they open at 5 p.m., race at 2 p.m. Entry \$10. Jackie Gypsies M/C. Info 605/347-5278.

DE ANZA HAWAIIAN GET AWAY SERIES

Hwy. 80 to Theodore exit. DeAnza Cycle Park, Sunnyvale, CA. All classes, round trip tickets to Hawaii for series high pointers in 125, 250 & Open classes + Disneyland ticket books to other classes. Memb. not req. Sign up 7:30 a.m., prac. 8:30, race 9:30. Entry \$11, \$14 Pro, Non-memb. + \$2. Info 714/653-8068, 653-5840, 653-7979.

CRC SADDLEBACK MX

Saddleback Park, Orange, CA. Take Chapman E off 55 Fwy. to Santiago Cyn. Rd., to track. Part of Dunestown MX & GP Series. \$1000 Pro purse + contingencies for Pros & Sptm. Mail entry closes May 9. Entry \$12, \$15 post. Pros \$20, \$25 post. Mail to: CRC, 24518 Island Ave., Carson, CA 90745 or call 213/830-7519.

D-36 SEMI-PRO MX

E of Redding Mun. Airport. Take I-5 to Redding, right on U.S. 44, right on Airport Rd., left. Rancho, rt. Old Oregon Tr. Gates open 6:30 a.m. Prac. 7:30, race 9. Entry \$15, Pro \$15 + \$5, watch \$4. All classes + OT & Vet. Info Bob Fleming 916/221-3118 D-36 card, colors, #s, letters req. No rider ins., bicycles, pit riding.

OAK HILL MOTO-CROSS

Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups (\$5/week-end). Entry \$8, Ex. \$10, gate \$4. Info 817/427-4771.

CENTRAL VALLEY SERIES FINAL

Tulare MX Track, Tulare, CA. 30% troph., 100% Pro p.b. Gate 7 a.m., prac. 8. Gate fee \$4, entry \$10, \$15 Pros, dbl. pts. Info 209/686-2790, 688-0916.

D-37/LIGHTWEIGHTS TT & SHORT TRACK

Indian Dunes, Valencia, CA. 80/125/250/500cc Sptsmn., Spdw., 250/Open Money. Dbl.-header, new TT course, Class C trac. only. Gates open 7 a.m., sign up 7:30-9, prac. 9-10, race 10:30. Info 714/771-3809.

FOOLS GOLD NATIONAL ENDURO

Georgetown, CA. S on Hwy. 49 from Auburn, CA. E on Hwy. 193 to Georgetown, follow line and arrows. All classes, stickers for entrants, pins for finishers. 125 mi. + 1st rider out 7:31 a.m. Entry \$18, \$20 post. California State Championship, California Enduro Riders North. Info 408/739-7477 (Bruce).

OREGON MOTO-CROSS

Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry \$10, \$15 Pro, watch & gate \$4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

D-36 SHORT TRACK

Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., Lodi, CA. All D-36 classes. New race track. Gate 8 a.m., sign up 9-11, prac. 10-11, race noon. Watch \$3, 1st bike \$8, 2nd bike \$6, Semi-Pro \$11. Lodi M.C./AMA D-36. Info 209/368-7182 or 931-3722.

OKLAHOMA MOTO-CROSS

Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

AME MOTO-CROSS

Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$17 (\$15 p.b.). Info 213/881-5778.

CMC MOTO-CROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry \$10, Pros \$15. Info 714/557-3323.

TEXAS MOTO-CROSS

Swan Motocross, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn it. All classes, troph. to 5th, 100% p.b. to Ex. Camping OK, split program, Nov. prac. 8:30, race 10. Ex. prac. approx. 1 p.m. Gate open all nite-\$5. Entry \$8 for Am., Ex. \$15. Info 214/882-4215 (Bill Law).

SANDPOINT MOTO-CROSS

Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch \$2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

TEXAS SHORT TRACK/TT

Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodomo replica track, Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

D-37 MOTO-CROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2nd of 3-race series, \$4000 Am. prizes, 100% Ex. p.b. All D-37 classes. Gates open 7:30 a.m., race 9:30. Entry \$14, Pros \$20. Info 714/245-7339.

JUNIPER MOTO-CROSS

Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8, Ex. \$15, gate \$4. Info 918/426-4533 (McAlester Kawasaki).

May 14

R.A.C.E. OF ARIZONA SHORT TRACK/TT

Canyon Raceway, Phoenix, AZ. 8 1/2 mi. W of I-17 on Carefree Hwy. \$500 Pro purse, 33% trophies, trophy dash & sweepstakes race, special class for 3-wheelers. Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

COLORADO SPEEDWAY

National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

May 15-16

NMA SPRING NATIONALS, TEXAS/LOUISIANA REGION

Conroe Motocross, Conroe, TX. All NMA classes, Championship Troph., 100% Ex. p.b. Regional Qual. for Ponca City. For entry info call or write Bob Holley, P.O. Box 2321-A, Freeport, TX 77541. 713/849-0937.

May 16

YAMAHA PERPETUAL GOLD CUP MX SERIES

Colville, WA. 70 mi. N of Spokane, 6 mi. N of town on Williams Lake Rd. All classes. Gates open Sat., prac. 8 a.m., race 9:30. Entry \$10, Pros \$25. Info 509/684-8552 (Don Lentz).

BLYTHE MOTO-CROSS

Blythe Raceway, Blythe, CA. I-10 to Lovekin exit, N 5 mi. over RR track. Gate 6:30, all classes, troph. for Sptm., 100% Pro p.b. Entry \$10, \$15 post. Ex. \$14. (Set on separate line) Arizona Series, NMA. Info 802/795-2238.

AME MOTO-CROSS

Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$17 (\$15 p.b.). Info 213/881-5778.

CMMC MINI MOTO-CROSS

Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry \$10, yearly memb. \$15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CONROE MOTO-CROSS

Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry \$8, Ex. \$15, gate \$4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

D-36 MARYSVILLE MOTO-CROSS

"E" St. Bridge Track, take Hwy. 70 to N. Bea Le Rd. (at S City Limit) go over levee on Shad Rd. All D-36 classes super trophies. D-36 rules, card, #s req. Gate 6:30 a.m., sign up 7, race 9. Entry \$15, Pros + \$5, watch \$4, kids \$2, children free. Info 916/695-2727 (Charlie Sexton).

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up 8, prac. 9:30, race 11. AMA riders \$9, Non-AMA \$11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

TEXAS MOTO-CROSS

Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

OKLAHOMA CITY MOTO-CROSS

Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

CMC MOTO-CROSS

Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry \$10, Pros \$15. Info 714/557-3323.

OT INDIAN DUNES GRAN PRIX

Indian Dunes Cycle Park, Valencia, CA. From L.A. take I-5 to Hwy. 126, track is on left. All O.T. Assoc. classes, 30% troph. Memb. open, 40+ yrs. to join. Gate 7 a.m., entry \$20. Old Timers Association. Info 714/968-8775 (Dick), 498-8779 (Dennis).

CRC DUNESTOWN GRAN PRIX

Indian Dunes Cycle Park, Valencia, CA. From L.A. take Hwy. 5 to Hwy. 126. Park is on left. Final race in Dunestown Series. All classes, \$1,000 Pro purse + contingencies. Entry \$20 all riders, \$25 post. Entry (mail) closes May 9. Mail to CRC, 24518 Island Ave., Carson, CA 90745. California Racing Club. Info 213/830-7519.

TULSA MOTO-CROSS

Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry \$8, Ex. \$12, gate \$4. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick McGhee).

CRC MOTO-CROSS

Indian Dunes, Valencia, CA. I-5 to H-126. All classes inc. 4-stroke. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry \$12 Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

PHOENIX MOTO-CROSS

Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Ex. \$15, admission \$4, under 12 \$2. Phoenix Supercross Raceway, Inc. 602/867-4769.

D-36 MOTO-CROSS

Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes + Women if enough. Parts in the Pits, concessions. No rider med. insur./pit riding/dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$15, Semi-pro \$15 + \$5 park fee, watch \$4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

D-38 GRAN PRIX

Rosarito Beach, Baja Calif., Mexico. All classes inc. 3-Wh., Women, Vets, Srs. Participation and finisher pins + 20% trophy. Insur. must be purch. Entry \$22 mail, must buy \$6 ins. at sign-up, \$30 post-race lia. ins. only. \$32 mail ent. w/ins. pkg. for 3 days-covers nearly everything — call for info. Send 3 SASE with entry and check to: Hilltopper M.C., 6340 Indiana Ave., Long Beach, CA 90805. Entries open 4/5, close 5/7 — start-ing pos. det. by post-mark. For info call 213/428-4971 or 714/994-1170.

D-37 DESERT RACE

Anderson Dry Lake, Camp Rock Rd. Simi Valley M/C. 10% troph., start 9 a.m. Dist. riders \$14, pie plates \$16. Info 805/522-3097 (Rob Shelton).

NEBRASKA SHORT TRACK

Moto Sports Park, Fort Calhoun, NB. From I-680 take 48th St. exit, 7 mi. on Hwy. 73 to town. Banked 1/8 mi. track. Info 402/566-1306, 391-0149.

CORONA SPRING SUNDAY FLAT TRACK TRIPLE HEADER
Corona Raceway, Corona, CA. Off Hwy 91 in Corona. All classes, short track TT, Half Mile. Gate 9:30 a.m., prac. 11, entries close 11:30, race noon. Entry \$8, Pros \$10 (\$5 p.b.). Info 714/735-1705, 689-1913.

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry \$8, Ex. \$12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex. CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

May 23

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex. CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

D-27 SEMI-PRO ROAD RACE
Seattle International Rwy, E of Auburn, WA on Hwy 18. All classes, troph. to 3rd, D-27 pts., AMA mem. req. Gates open/sign up 7 a.m., New rider prac. 9, race 11. Gate \$5, und. 10 free, entrey \$30 money class, \$25 troph. class, \$20 add. ent., \$10 3rd class. Claude Hammond Enterprises. Info 206/282-8516.

OLD TIMERS SUNRISE MX
Sunrise Cycle Park, Adelanto, CA. 2 mi. N of Adelanto On Hwy. 395. All OTMX Assoc. classes, 30% troph. Memb. open to all 40 yrs. +. Free O/N camp. Gate 7 a.m., prac. 8, race 9. Entry \$12. Old Timers MX Association. Info 714/968-8775 (Dick), 496-8779 (Dennis).

YAMAHA PERPETUAL GOLD CUP SERIES
Spanaway motocross, Spanaway,

WA. 160th & 22nd Ave. Pacific Ave. to 159th to 22nd turn rt. A B classes, \$1,000 purse for ea. class, for Pros. Gate 6 a.m., prac. 8, race 9:15. Entry \$15 + gate, \$25 + gate Pros. Spanaway MX, Inc. Info 848-6335 (Elaine Smith).

MASTERLINKS VIRGIN RUN
Red Mountain, CA. Lined from Trona Rd. All classes, fin. pins, and a quick look! Beg., Women Nov. go one loop. 9 a.m. start. Entry \$14, info 213/428-6833 (Mike Harris).

Road Runs

May 8-9

75TH ANNIVERSARY GREENHORN ROAD RIDE
Honda Of Pasadena, Pasadena, CA. 2480 E Foothill Blvd., Pasadena, 500 mi. event. Sign up 6-10 p.m. Entry \$10. Info 213/914-3738, 596-5120.

May 15-16

CALIFORNIA 1000 ROAD TOUR
Sign up starts Mar. 14 @ 7 p.m. @ Hutchins Motor Sports Harley-Davidson and Yamaha, 55405 29 Palms Hwy., Yucca Valley, CA 92284. Start @ same place Mar. 15 @ 12:01 a.m. Trophies for checkpoint, long distance, largest club, oldest bike finishing. 10th Anniversary, Min. time 42 hrs., Max time 48 hrs. Entry \$10, \$12 aft. 11:59 p.m. 5/14. Call Dick Hutchins 714/365-6311 Super finish pins.

May 16

RIDE FOR LIFE
Caldwell Memorial Park, Kimball St. & Grant, Caldwell, ID. All proceeds to multiple sclerosis in name of Eldon Gross. 275-mi. ride, beautiful scenery, free coffee @ mid-point, free cake & ice cream during auction. Win a new GL500 Interstate. Weiner roast 7 p.m. Sat.; free breakfast @ Honda of Caldwell, 3115 E. Cleveland from 6-8 a.m. Sun., auction 4 p.m. Min. donation \$5/person. Info 208/459-0019, 888-3801.

May 28-30

SPRINGTIME IN RED RIVER RALLY & TOUR
Red River, NM. Games, trout fry, fun events, awards, banquet, 88-mi. escorted tour & poker run. Pre-reg. fee (deadline 5/15) \$25, 15 & under \$10, late reg. \$30/\$15. Lester E. Lewis, P.O. Box 216, Red River, NM 87558. 505/754-2412, 2361 (after 7 p.m.).

May 29-31

6TH U.S. MOTORCYCLE JAMBOREE
Ventura County Fairgrounds, Ventura, CA. Camping, displays, seminars, movies, dress comp., live music. Mail entry closes May 22, Adults \$15, under 16 \$6, under 6 free. SCMA disc. \$1. Mail in disc. \$2. For info write: U.S. Motorcycle Jamboree, P.O. Box 338, Rialto, CA 92376 or call 213/834-6330, 714/971-1615, 805/968-8159. Hotel and Motel info 805/968-2875.

June 18-20

FOUR CORNERS RALLY
Hemosa Meadows Camper Park, Durango, CO. 7 mi. N of town. Sponsored by United States Norton Owners Assoc. Group ride over Million Dollar Hwy., tech sess. with Brian Clark, field events, door prizes, Award banquet w/ C&W food and entertainment. facil., campsites next to Animas riv., camp store & laundry, toilets & showers. Singles \$25, couples \$35, child over 8 \$10, under \$7. Send check or MO to: Lyle Schall, 7623 N. 13th St., Phoenix, AZ 85020. Info 602/861-2320.

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CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WANT ADS

Help Wanted

Attention Honda Technicians

Large So. Calif. Honda/BMW dealership has opening for 2 qualified, aggressive Honda technicians. Excellent pay, good company benefits & working conditions. Call Max (213) 466-7191. (217/18)

RIDE FOR A LIVING

Motorcycle messenger company is looking for select individuals. Must have neat appearance and reliable machine. ROYAL MESSENGER (213) 781-3921. (214/15)

Wanted Alive!

Experienced parts person, full time for large Yamaha dealership. INTERNATIONAL MOTORCYCLE, (213) 346-3700. (216/17)

Parts Counter Clerk Wanted

One of So. Cal's finest Honda dealerships. Call (213) 691-0553 or (714) 879-8252. (216/17)

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Golden Opportunity to sell the #1

LONG BEACH HONDA, one of the largest full service dealerships in the U.S., has an opening for an experienced, proven professional motorcycle salesman. Super pay plan, full company benefits. Contact Carl Diamond, (213) 423-1433. (214/15)

Harley-Kawasaki Mechanic

Must have 5 yrs. experience, work on both lines, will pay top money for qualified person. San Joaquin Valley, Visalia, CA. Ask for Jim or Barne. (209) 733-1084. (214/17E)

Honda/Kawasaki Parts Salesman

Dealership has opening for partsman with some experience. Call Coleman, TRI CITY CYCLE, Anaheim, (714) 821-4710. (217/18)

Service Manager Wanted

2 years experience required. Good benefits, good pay. BELLFLOWER YAMAHA, 10401 Alondra, Bellflower, CA 90706. (213) 925-5097. (213/TFN)

Yamaha Mechanic Wanted

Must have 5 years experience on 2 stroke & 4 stroke engines. Dealership experience required, apply in person, PALO ALTO YAMAHA, (415) 493-3414, ask for George. San Francisco Bay area. (216/18)

Experienced 2 Stroke Engine Builder Needed!

Needed for porting & blueprinting. Must have minimum of 4 to 6 years experience, flow bench knowledge helpful, excellent earning potential. South Florida. Call Mike, (813) 685-4535. (214/TFN)

Yamaha Service Manager-Mechanic

Immediate opening for experienced mechanic. Send resume or call OMAK YAMAHA, P.O. Box 627, Omak, WA 98841. (509) 826-4924. (216/17)

H-D Mechanic Wanted

Experienced Harley-Davidson mechanic wanted. HARLEY-DAVIDSON OF RENO, 3180 Mill St., Reno, Nevada 89502. (702) 329-2913. (116/17E)

Yamaha Service Manager/Mechanic

Houston area Yamaha dealer seeking person with two or more years Yamaha service experience to manage Service Department and perform some mechanical repair. (713) 869-9136. (116/18E)

Honda mechanic wanted

Minimum 4 yr. Honda shop exp. Good pay, bonus, insurance. Call C. Fillmer (415) 968-8743. Honda Peninsula, Sunnyvale, CA. (116/19)

Honda Parts Salesman

Experience helpful, but will train. Call Darryl at WHITTIER HONDA (213) 698-0065. (216/17)

Motorcycle or Off-Road Race Promoter Needed

Some investment may be required. For information call (714) 689-6114, (201/TFN)

Accessory Order Clerk

Requires an individual with a pleasant phone voice, excellent communication skills, and a good numerical aptitude and legible handwriting. Knowledge of the Kawasaki accessory line would be an asset, but we will train. We offer a competitive salary, a pleasant working environment and competitive benefit package including dental. Call Joyce Williamson for details. KAWASAKI MOTORS, 2009 E. Edinger Ave., Santa Ana, CA 92771. (714) 835-7000. (217)

Cycle Tune has an opening

We need one mechanic who likes working with 4 cyl. Japanese motorcycles. Big 4 only. Must have at least 5 yrs. experience and enjoy making money. Good benefits. 75% of our work is tune-ups & tires. Sound good? Send resume to Dennis Smith, 24712 Crenshaw Blvd., Torrance, CA 90505. (317/18)

★★Do you have what it takes?★

Large Orange Co. Yamaha dealership is looking for a Yamaha parts person with 2 years experience. Salary plus full company benefits. See John Peshker at FULLERTON YAMAHA, 1835 W. Commonwealth, Fullerton, CA. (714) 870-9720 or (213) 723-1229. (217/18)

Mechanic Trainee

Light mechanical work. AWARD MOTORS, Costa Mesa. (714) 642-4343. (217/18)

Honda Suzuki Salesperson

Needed in San Diego County. Would you like to earn \$1500-\$3000 per month? Expert needed, commission plan & benefits. Contact Bob Emde, HONDA SUZUKI OF POWAY, San Diego, CA. (714) 748-4151. (217/18)

Salesman Wanted

Motorcycle salesman with 2-3 years experience required. Call (213) 591-7159. (217)

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for large O.C. dealership. Experienced, salary plus commission. Contact Joe. SOUTH COAST HONDA, (714) 957-1966. (217/18)

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Must be experienced & have own tools. Must have attitude for complete customer satisfaction. Excellent company benefits including profit sharing. Good pay & working conditions. Contact Service Dept., KOLBE CYCLE, Reseda, CA. (213) 345-7616. (217/TFN)

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We are looking for an aggressive, motivated & experienced motorcycle salesman. You must be capable of earning \$30,000 per year. Must be experienced in sales, financing & insurance. Call John Peshker at FULLERTON YAMAHA, (213) 723-1229 or (714) 870-9720. (217/18)

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Parts/Counter

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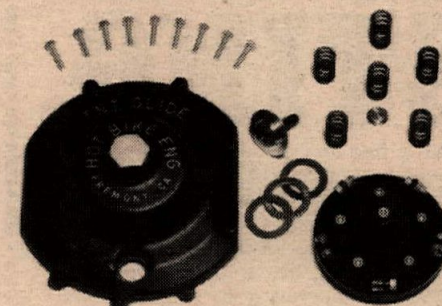
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Yamaha 1980 YZ 125

Excellent condition, very clean, must sacrifice, \$700 OBO. (213) 832-5495. (117/18)



Kawasaki Sale!

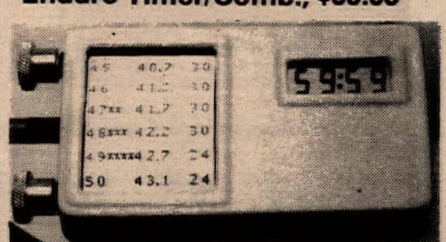
Team Green Winners! 1982 KX250 — our price is so low Cycle News won't let us print it! Also 80cc thru 450cc MX & Enduros. Low priced off-road fun! RACECRAFTERS, 7801 Canoga Ave., Canoga Park. (213) 999-2811. (216/18)



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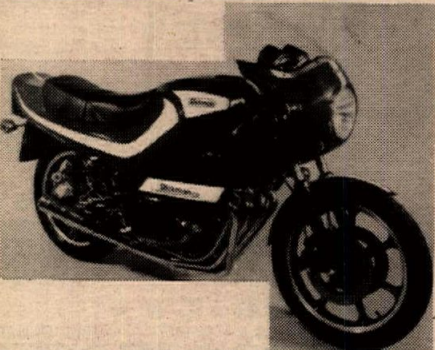
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YZ80F clean, never raced, \$450. Kawasaki 125 pit bike, super reliable. \$250. (714) 963-7945. (117)

1982 YZ 80

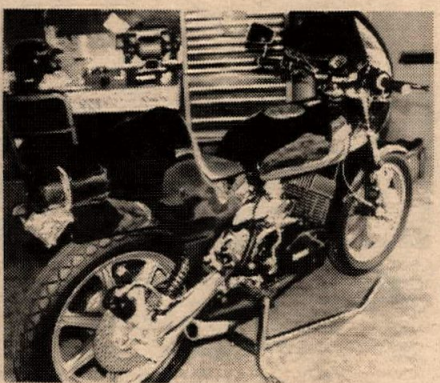
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New crank & top end w/12000 miles, 18,500 total miles. Camber X-7, tour fairing & tank, enduro seat, Kerker, Mulhollands, Am-Co rack w/backrest, quartz headlight, includes stock tank, new tires & shop manual. \$1500. Contact Dick at (714) 549-4834 days or (714) 979-6098 eves., weekends. (117)

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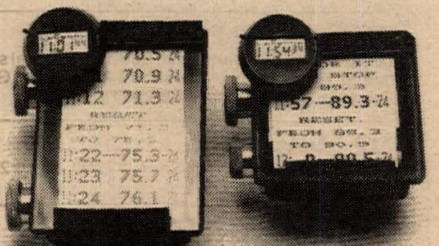
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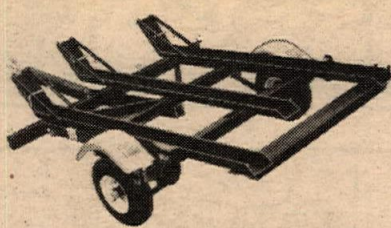
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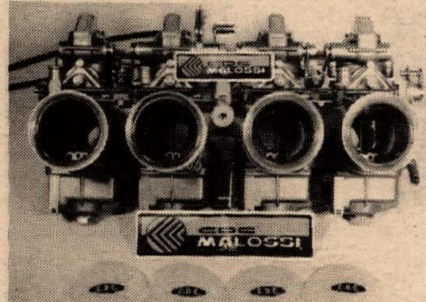
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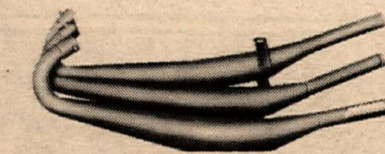
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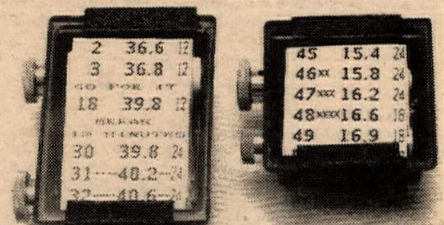
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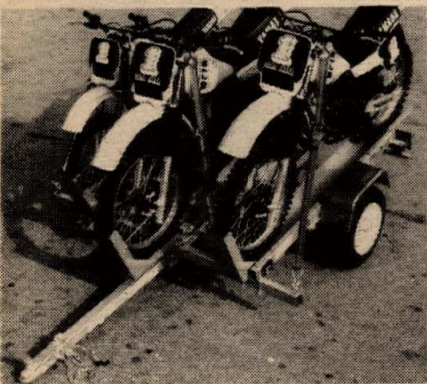
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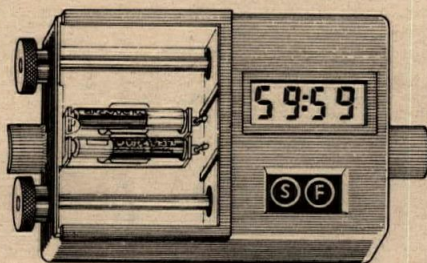
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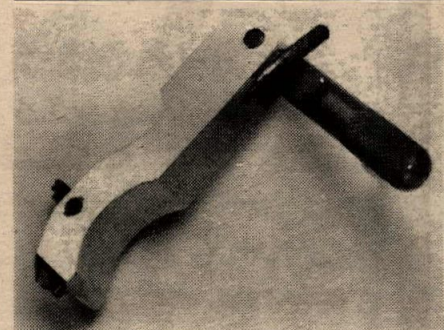
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THE NUMBER WON.

May 12, 1982 **CYCLE NEWS**



30 wins. Until April 17 no one had won that many AMA Grand National races. But on that Saturday in Sacramento, three time Grand National Champion and Harley-Davidson Race Team member, Jay Springsteen, went to the line one more time. And won. Before the race, Springer was tied with Kenny Roberts at 29 career wins. Now he's all alone. Congratulations Jay Springsteen on setting a new career wins record. Congratulations on winning 30 AMA Grand National races—all of them on a Harley-Davidson.

JAY SPRINGSTEEN.

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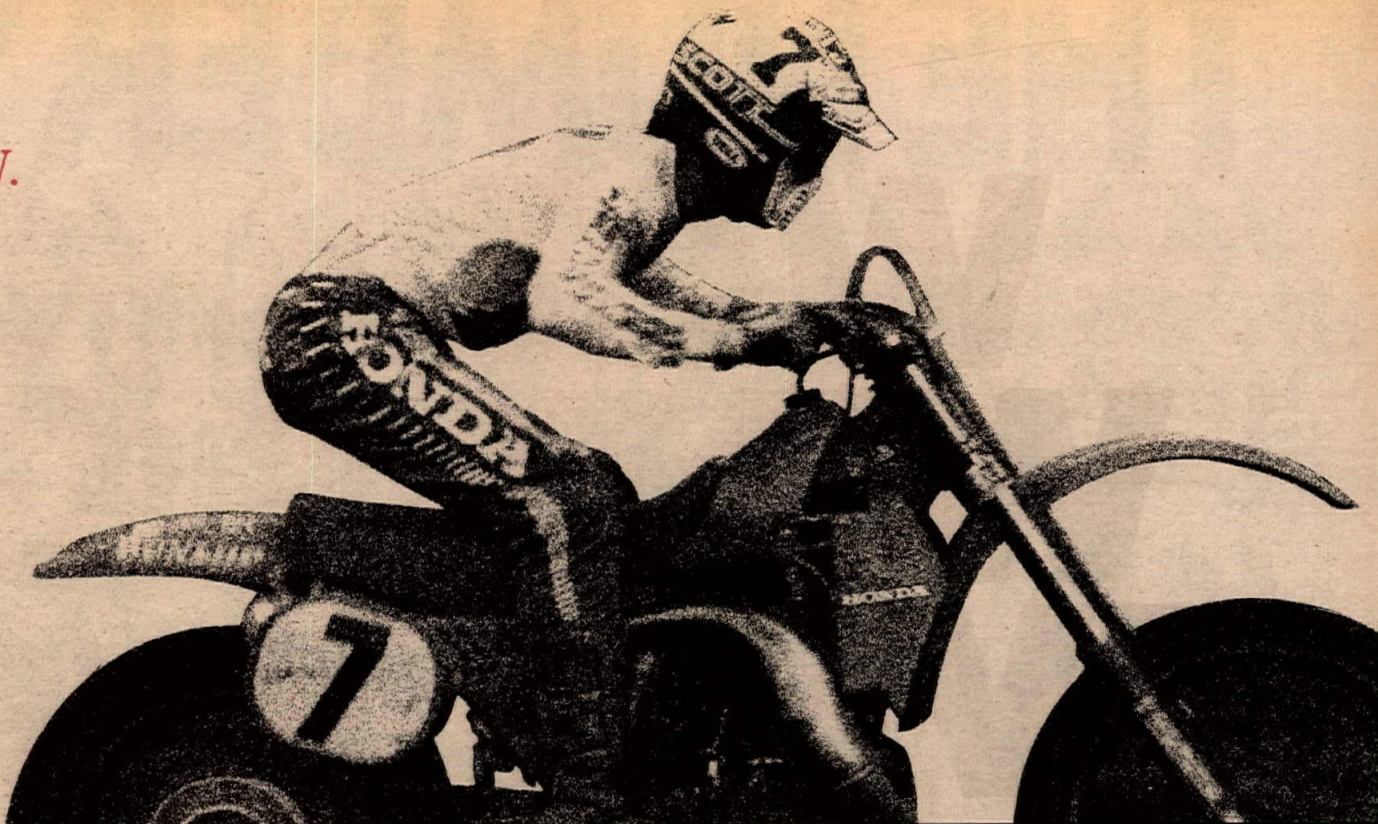
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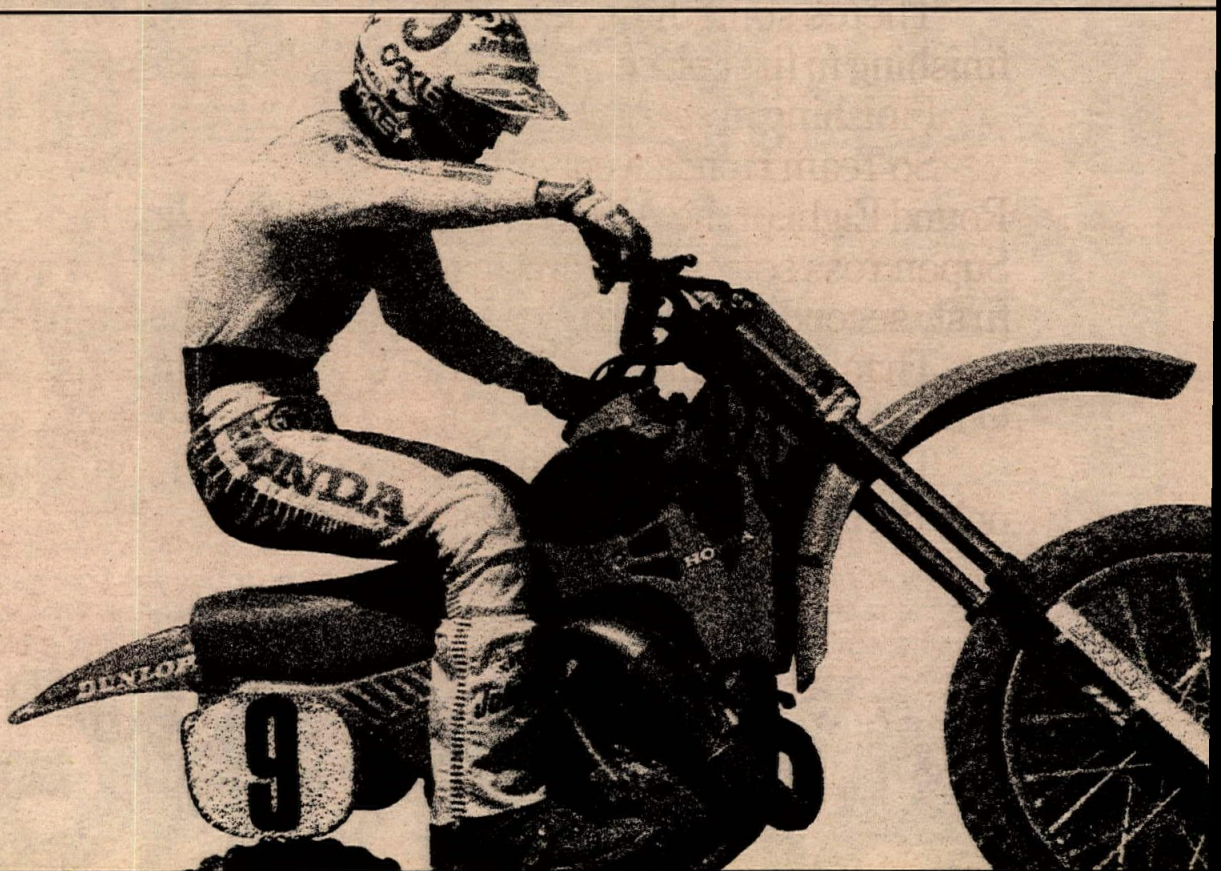
*DONNIE HANSEN.
First and First.*



*JIM GIBSON.
Second and Third.*



*JOHNNY O'MARA.
Fourth and Second.*



WE THINK WINNING IS EVERYTHING. SO WE WON EVERYTHING.

Up at the Silverdome in Pontiac, Michigan we came to an important realization.

There's something better than finishing in first place.

Finishing in *every* place.

So Team Honda went out during Round Eight of the AMA/Wrangler Supercross series and came back with first, second and fourth.

Thanks to Hansen, Gibson and O'Mara.

Then during Round Nine, they not only did it again. They did it better.

By coming back with first, second and third in a slightly different order.

Hansen, *O'Mara* and Gibson.

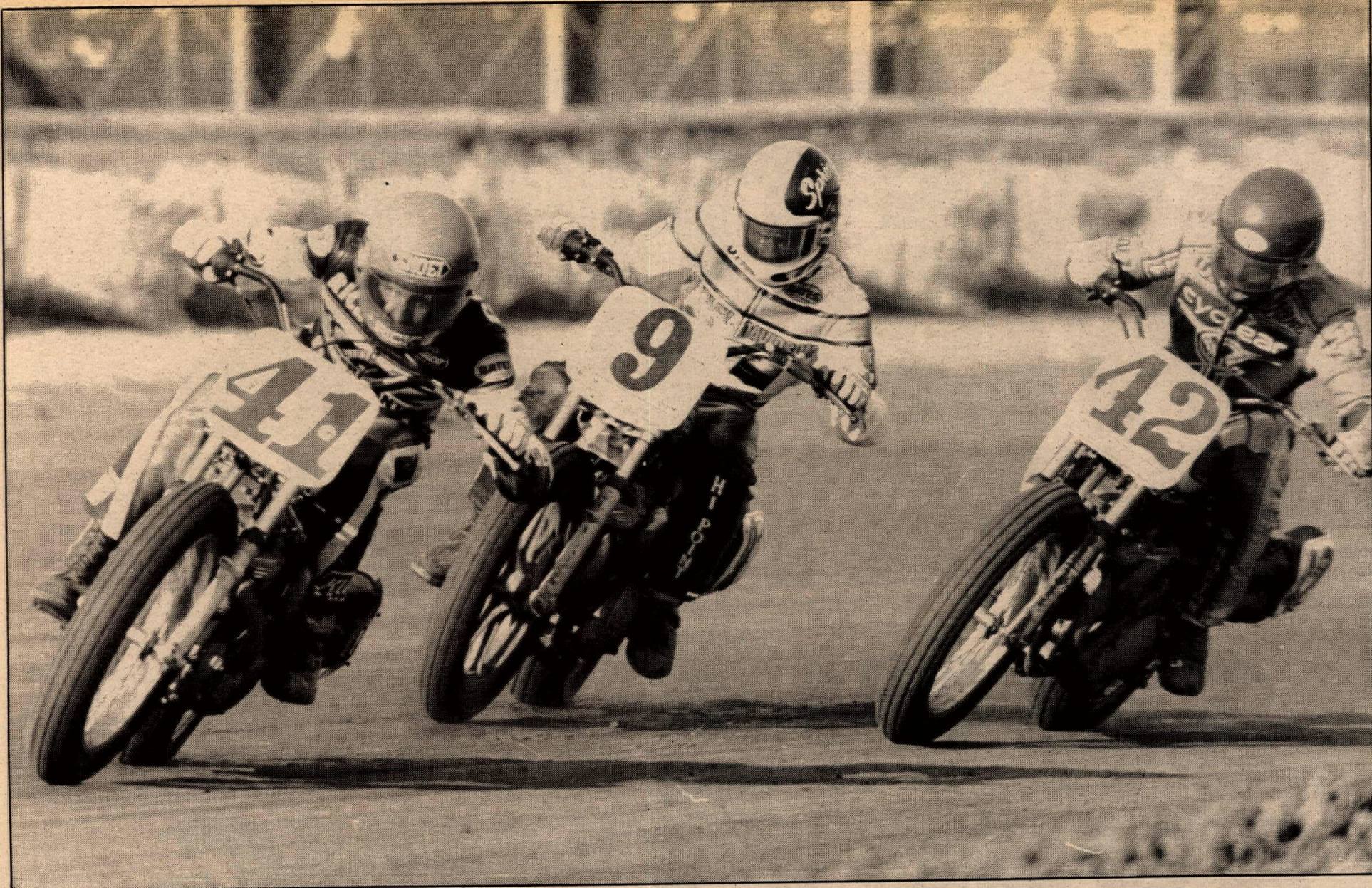
With only three rounds left in the Supercross series, Donnie Hansen looks like a shoo-in for the number one plate.

So we'd like to take this opportunity to thank the man who's helping to shoo him in. His ace wrench Brian Lunnis.

Like all the members of Team Honda, he can sum up his racing philosophy in one simple sentence.

If winning is everything, win everything.

HONDA
FOLLOW THE LEADER



Ricky Graham (41), Jay Springsteen (9) and Steve Morehead mix it up near the halfway point. Morehead later broke away to score the win.

AMA Grand National Championship/Winston Pro Series: Round six

San Jose Mile swapfest to Morehead

By Dale Brown
Photos by Patrick Behar

SAN JOSE, CA, MAY 2

It was a four-rider, draft, pass and swap contest for most of the day, but Steve Morehead pulled it out in the late laps to win the Kawasaki San Jose Mile before a capacity

crowd at the Santa Clara County Fairgrounds.

After his own bike broke in practice, Morehead borrowed Ricky Graham's spare machine, and it was Graham who followed him across the finish line to make it a 1-2 finish for tuner Tex Peel.

Harley-Davidson's newest factory rider, Scott Parker, went down in the

first turn of the 25-lap National, but when the race was red-flagged two laps later, Parker took advantage of the restart to finish third. He was followed by Jay Springsteen and Alex Jorgensen.

Graham, who has finished in the top two in every race he's finished this year, finds himself with a solid points lead, 68 to the 51 jointly held by Springsteen and Jorgensen.

The first two turns saw not only Parker crash, but several others as well. In a two rider accident in the fourth heat, Rich Arnaiz and Willie Crabbe went down. Arnaiz walked away from the crash, but Crabbe was taken to San Jose Hospital, where he remains in critical condition.

This race featured a battle of brands as both Mike Kidd and Scott Pearson qualified their NS750 Hondas into the National.

Time trials

Graham was by far and away the fastest one-lapper, turning in a 38.134 on his Klotz/Wiseco/Shoei/Tex Peel/Sam's Mobil Harley-Davidson. Next fastest was '79 San Jose winner Steve Eklund, whose Castrol/Zanotti/Arai/Knight/Esprit-sponsored XR750 ticked the clocks at 38.741. Mike Kidd heightened spirits in the Honda camp when his 38.866 bought the pole in the third heat, and Gary Scott rounded out the top four with a 38.869.

Heats

Dave Bradley, Lance Jones and Ray Beach reacted fastest to the green light in heat one, with both Ricky Graham and Randy Goss in the middle of the pack going through turn one. But midway through the next lap, Graham was out front, going around the outside of Alex Jorgensen in turn two. Graham and Jorgy swapped the lead for a few more laps as Goss passed Jones for third, and then it became a three-way battle. Graham, Jorgensen and Goss all led, but the final two laps belonged to Graham and he took the win over Goss and Jorgensen with a time four seconds faster than any other 10 laps of the day.

The second heat was the Bubba Shobert show. After getting past starter Wayne Rainey, Shobert led laps two through 10 to grab a spot in

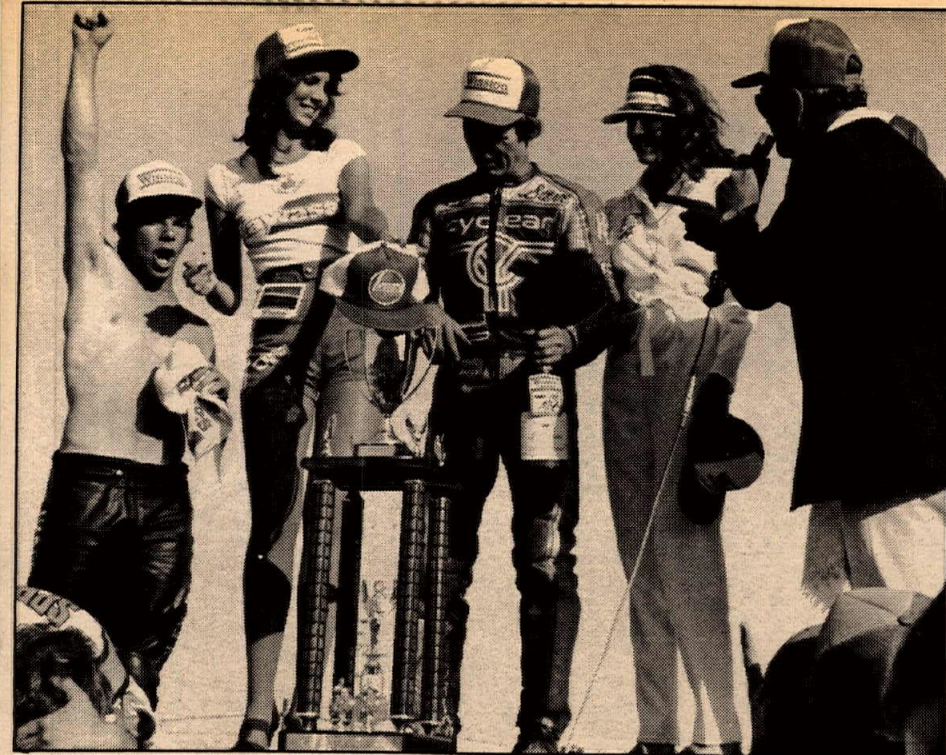
the National for sponsors Scott Machine, Megacycle, Sisemore and Bruster.

The fight for second was a wild one that involved Ted Boody, Hank Scott and Steve Eklund. They hooked up in the middle laps for some three abreast racing before Eklund got a little breathing room in second. But at the finish, Boody was right on Eklund's tail with Scott a distant fourth.

The third heat was Morehead's first chance to shine, leading a six-wheel freight train of himself, Shoei/Castrol/Conley's H-D-backed Terry Poovey and Mike Kidd. Kidd turned the tables, though, leading the second lap and the fourth. Other than that, however, Morehead stayed in front. With four laps to go, Kidd lost his runner-up position to Poovey, and with only two remaining, Jeff Haney was starting to close in on the two Texans with his privateer Harley. When it came down to the finish, Kidd regained his second place and Poovey fended off Haney.

Scott Parker got in front of the final heat, but going through the first turn Rich Arnaiz and Willie Crabbe crashed. The race was immediately red-flagged, and although Arnaiz was able to make it back to the pits — he appeared pretty shaken — Crabbe was quickly rushed to the hospital.

Parker again was first out on the restart, but Gary Scott nailed him in turn two for the lead. After some initial sorting out, two contests evolved. One was between Harley teammates Parker and Springsteen for the lead, the other was between Scott and Scott Pearson for third. The first battle alternated order from lap to lap, the second was settled when Pearson ran into Scott and knocked himself off the groove. However, on the seventh lap, Garth Brown slid off in turn one and the race was



(Above) The winner whoop it up with Miss Kawasaki and Miss Winston. (Below) Alex Jorgensen leads Graham in their heat.



again red-flagged. Springsteen took the checkered flag first, but when they called the race official and reverted back to lap seven, it was Parker getting the nod. KK Supply/Sizemore/Bell-sponsored Gary Scott had the other direct transfer.

Semis

S.E. H-D/Diamond Bill/Sure-Fire-sponsored Lance Jones led every lap of the first semi. Behind him Wayne Rainey and Hank Scott fought a bitterly-contested battle for second. It went right down to the last lap as Scott led out of turn four, but Rainey drafted him at the finish line to take second by a whisker.

Scott Pearson proved to be the jackrabbit in the second semi. But Jeff Haney got around both Brad Hurst and Pearson to take the top spot on lap two. Haney continued to lead as the finish neared, with Pearson staying close. However, two laps from home, Haney apparently slipped off the groove or ran into some other problem, dropping all the way back to sixth. Pearson and Hurst led Tim Mertens across the line when the checkered flag waved.

Junior Invitational

Pete Hames turned in the fastest qualifying time on his Storz/Bill's Pipes Harley with a 40.295. That performance continued into the 12-lap Junior Invitational. Hames took the point position from the start and never relinquished it. Steve Karsten and Barry Pelkey (doing very well on a 500cc Can-Am) followed Hames after the first lap. Don Howard quick-

ly moved into second as Pelkey fell back in the pack, and Scott Podergois assumed third on lap six. The front runners held their positions until lap 10, when Tom Walton crashed in turn one. The race was red-flagged and declared over.

Last Chance Qualifier

Mike Inderbitzen and Tim Mertens led the last 10-lap race of the day, while veteran Hank Scott got a miserable start and was about sixth. Scott cut through to run third by the next lap, and followed by Billy Labrie, he worked his way up to lead by lap six. Inderbitzen stayed with the leaders, running a close third when they took the white flag. On the last lap, the order changed dramatically with Labrie leading out of the final corner ahead of Inderbitzen, Mertens and Scott. Inderbitzen nipped Labrie at the line to take the sole transfer, as Labrie was trailed by Scott at the finish.

National

Three riders went down in turn one, Scott Parker, Lance Jones and Brad Hurst, but the race ran for two more laps before the red flag appeared. By that time Parker, who also crashed in practice, was up and running behind the pack.

Both Parker and Jones made the restart, but Morehead didn't get as good of a push off the line. At the end of one it was Graham, Springsteen, Parker, Terry Poovey, Gary Scott and Morehead.

In a repeat of their Sacramento battle, Graham and Springer engaged in



(Above) Scott Parker fell twice during the day, but finished third. (Below) Junior winner Pete Hames leads Don Howard.



a draft/pass sortee while Morehead cut his way to third.

By the fifth lap it was a tight four-rider pack going for the lead. Graham had it at the moment, with Morehead, Springsteen and Parker making up the group. Gary Scott, Poovey and Steve Eklund ran next.

By the 10th lap the fight for the lead was between Springer and Parker with Graham back to third. Eklund displaced Morehead for fourth, but that lasted only briefly.

On lap 13 Morehead went past Graham and caught the two leaders. He, Springsteen and Parker went back and forth for several laps, as Parker and Graham stayed in reach of the draft.

By the 18th lap, Morehead and Parker were doing most of the leading. Three laps later, Parker had his last turn in front. Morehead took over the lead, and in the late moments, managed to break the draft of the pursuit.

While Morehead was out in front, Parker, Springsteen, Graham, Alex Jorgensen made up the top five, with the order there varying from turn to turn. The last three laps found Parker, Springsteen and Graham wheel to wheel for second.

In the end, Graham got the upper hand and led the two Harley teamsters across the line.

"The first 20 laps went by so fast I couldn't believe it," grinned Morehead after the race and a phone call to his mother to let her know that he had won. "On the last three laps nobody passed me, so I just kept

tucked in and kept going. I'd like to thank KK Motorcycle Supply, Cyclear Fairings, Steve Storz, Bill's Pipes and Bell Helmets for their support."

"I didn't even think I was going to make it into the main event," said Graham, "because in the heat race the clutch bearing went out. It destroyed most of the lower end; the transmission and center cases. Tex got it back together and the only problem was that it was hard shifting off the line. Then I couldn't draft because halfway down the straight it would just miss. I just got lucky and caught a draft on the last lap. I was in the right place at the right time, but to tell you the truth I was just trying to finish the race."

Crashing twice in the same day and still making it to the winner's circle is rare, but Parker did it. "It's been a helluva day; I just couldn't believe what happened. We got everything hooking up after the spill and just kept on going."

Results

NATIONAL: 1. Steve Morehead (H-D); 2. Ricky Graham (H-D); 3. Scott Parker (H-D); 4. Jay Springsteen (H-D); 5. Alex Jorgensen (H-D); 6. Steve Eklund (H-D); 7. Gary Scott (H-D); 8. Terry Poovey (H-D); 9. Wayne Rainey (H-D); 10. Randy Goss (H-D); 11. Mike Kidd (Hon); 12. Scott Pearson (Hon); 13. Lance Jones (H-D); 14. Mike Inderbitzen (H-D); 15. Don Shobert (H-D); 16. Ted Boody (H-D); 17. Brad Hurst (H-D).
TIME: 15:57.28 — 94.016 mph.
AMA/WINSTON PRO SERIES POINT STANDINGS: 1. Ricky Graham (68); 2. (TIE) Jay Springsteen/Alex Jorgensen (51); 4. Steve Morehead (40); 5. Randy Goss (38); 6. Steve Eklund (37); 7. Terry Poovey (34); 8. Mike Kidd (33); 9. Scott Parker (29); 10. Gary Scott (22); 11. (TIE) Mickey Fay/Steve Wise (21); 13. Bubba Shobert (19); 14. Freddie Spencer (16); 15. (TIE) Ted Boody/Ronnie Jones/Jim Filice (15); 18. Roberto Pietri (13); 19. Garth Brow (12); 20. (TIE) Mike Baldwin/Wayne Rainey/Rod Spencer (11).



(Left) Johnny O'Mara and Honda's trainer Jeff Spencer were more than satisfied after O'Mara's 1-1. (Right) Kenny Keylon blasted the 250s.

AMA 125/250cc National Championship MX Series: Rounds 4/4

O'Mara, Keylon sweep St. Pete

By Tom Mueller

ST. PETERSBURG, FL, MAY 2

Honda teammates Johnny O'Mara and Kenny Keylon ran to 1-1 scores and topped the 125 and 250cc classes, respectively, in the Mr. PiBB National rounds at Sunshine Speed-

way. It was O'Mara's second National win, his first with a perfect score, and the first for Florida native Keylon. The pair rode aggressively and left no doubt that they and their RC works bikes were untouchable under the strength sapping Florida sun.

O'Mara's win puts him 15 points shy of points leader Mark Barnett in the 125cc standings, which will set up an interesting battle for the title when the 125cc class resumes racing the end of June. Keylon's win boosted him to third in the 250cc standings behind leader Broc Glover and Rick Johnson.

Second overall in the 125cc class fell to Suzuki's Barnett, the current champ. Barnett put in a 3-2 performance but lacked the runaway pace he displayed at Sunshine in previous

years. Second overall in the 250cc class went to Honda's David Bailey, who tallied a pair of seconds. Bailey turned mediocre starts into runner-up finishes each time out.

Third in the 125cc class went to Honda's Jim Gibson, and Yamaha's Broc Glover secured third in the 250cc ranks.

Florida once again tested the stamina of all riders, especially those who live on the West Coast. Temperatures in the 80s, mixed with sun, humidity and a tough sandy course posed a problem for many.

"There's no real way to beat it," said Gibson. "I've tried coming to Florida early, but a few days isn't enough. I'd need about three weeks here to become accustomed to the climate."

The track remained similar to previous years with the exception of a

new double jump on the back straight. The soft sand course quickly turned to a whoop saturated circuit after qualifier motos were run. The Super Sports promoted event drew the best turnout Sunshine Speedway has seen in recent years. An estimated 5,000 persons attended the race.

125cc National

Suzuki pilot Rusty Wageman put Gibson and Holland in tow through turn one of moto one. Gibson soon powered his RC125 into the lead before the completion of lap one. O'Mara pulled into a tight third behind Californian Wageman on his Jim Felt tuned RC works bike with Kawasaki's Jeff Ward next.

By lap three it was Gibson, O'Mara, Ward, Holland and Barnett with Wageman in sixth, fading from the pace. Within the next lap Gibson, O'Mara and Ward pulled away and began a battle that lasted most of the moto. Barnett moved to fourth, displacing Holland who was dropping back. Karl Jordan on a Yamaha and Mike Beier, also a Yamaha rider, came up into the 6-7 spots.

Gibson started pulling away from O'Mara eventually putting eight seconds on him. Then Ward used a sweeper to get by Johnny O', and Barnett started to show his strength

by closing the gap on the front runners. The front foursome was moving through traffic by the midway point in the 40 minute plus two laps moto, and they were forced to ride on tougher lines. Holland was still fifth, but 25 seconds behind Barnett.

Then Ward was out of the hunt, and came around towards the back of the pack, finishing an eventual tenth. O'Mara recomposed after fighting through a group of lapped riders and reeled Gibson in, styling his way over the high speed straightaway jumps.

By the white flag it was O'Mara's race. He held the lead to the checkered flag with Gibson and Barnett stabilized in second and third. Holland held fourth, and Suzuki pro support rider Chris Heisser worked hard throughout the race to claim fifth. Yamaha's Eric Kehoe was sixth followed by Jordan and Yamaha supported Troy Blake.

"I wasn't sure how much steam (O'Mara) had and I was trying to conserve," said Gibson. "Riding this is like running a marathon. Two 45s (minute motos) is all you can give."

"I fell and couldn't get the bike started," said Ward concerning his mishap. "I kicked until I got dizzy. Once you stop late in a moto like that you overheat."

Holland, Gibson, Suzuki supported Gary Denton, O'Mara and Barnett went out front in moto two. By lap three Holland found himself only feet ahead of O'Mara, Gibson and Barnett. Once again, the front four left the pack behind. Roost Factory's Gary Dircks, Denton and Jordan went into the 5-6-7 positions.

By lap four O'Mara was on his way to a perfect score, passing Holland and pacing to the flag without any mistakes. Two laps later Barnett worked past Gibson, but Holland put up more of a battle. The Suzuki factory rookie held his veteran teammate in tow for a number of laps before Barnett worked by.

O'Mara wasn't about to break his pace. "Yeow!" he screamed at lapped riders as he cut inside through a tight turn. By the finish he had 19 seconds on Barnett, with Gibson using the last part of the moto to take third from Holland. He was a quarter lap behind Barnett at the finish. Ward returned to form in moto two and also slipped by Holland for fourth. Holland took fifth and was followed by Heisser, Denton and Jordan.

"I've been training so hard for this championship," said O'Mara. "I knew what the sand here was like, and I was getting tired, but so was everyone else. I'll just keep knockin' at the door. There's eight more motos in the series, and I think I can make up the difference in points."

250cc National

Donnie "Holeshot" Hansen lived up to his nickname as the first 250cc moto got off the line with Florida riders and Honda teammates Keylon and Steve Martin 203. By lap two, two things were certain: Keylon wasn't going to let anyone stand in his way, and the large crowd was behind his charge. Keylon made his move with a mid-air pass on Hansen on lap two which brought an even higher decibel level from the crowd. From there it was Keylon's race. He quickly put ground on Hansen with his Dave Carter tuned RC250AF, while Martin maintained his pace in third. Glover and Bailey were scrapping for fourth with Kawasaki Team Green's Billy Liles sixth.

By the half point Keylon used his torrid pace to put 13 seconds on Hansen, with Martin trying to hold off Bailey for third. Glover was fifth and Kawasaki's Tom Benolkin moved to sixth.

Hansen slowed after the halfway point with a front wheel problem, but retained second for a few laps before Bailey moved to second by stuffing past on the inside through a sweeper.

By the finish Keylon had 20 seconds on Bailey, who only had 10 feet on Hansen. Martin and Glover were safe in the 4-5 slots with Yamaha supported Rick Johnson, a National winner this year, sixth. Reid was seventh, and DG backed Mark Murphy was eighth.

"Alright! I love it!" yelled Keylon after the race. "This is my track, and I'll be racing here again when I'm not at the Nationals. What a day!"

"I was breaking spokes and had to cool it," said Hansen.

Martin and Keylon sandwiched Hansen off the start of moto two and it looked like the trio would once again move out front, but Hansen's charge ended on lap one. He pitted while Honda mechanics straightened his bike's handlebars, then barely got going again—a lap down—when he tangled with Robert Reisinger in a right hand turn with both going down. By that time Hansen had lost his competitive edge and finished an eventual 18th.

With Hansen's demise, it was Floridians Keylon and Martin out front, and the crowd loved it. Glover, Bailey, Suzuki privateer Dave Hollis and Benolkin had to play catch-up.



Glover moved to second, which left Martin and Benolkin to scrap for third. Johnson and Bailey were 5-6.

By the halfway mark, Keylon had 25 seconds on Glover. When he tried to pass Hansen, who was being lapped, the pair got into a heated dice which lasted three laps. Keylon at that point disposed of Hansen and continued running away with it.

Bailey went to work on Glover and set him up a number of times, finally getting by after the infield jump by the start area. In one of his moves Bailey tried a skyrocket jump which had him looking down on Glover. He finally used an "S" turn to get by for second. Johnson had been gaining ground but went down just as Bailey passed Glover.

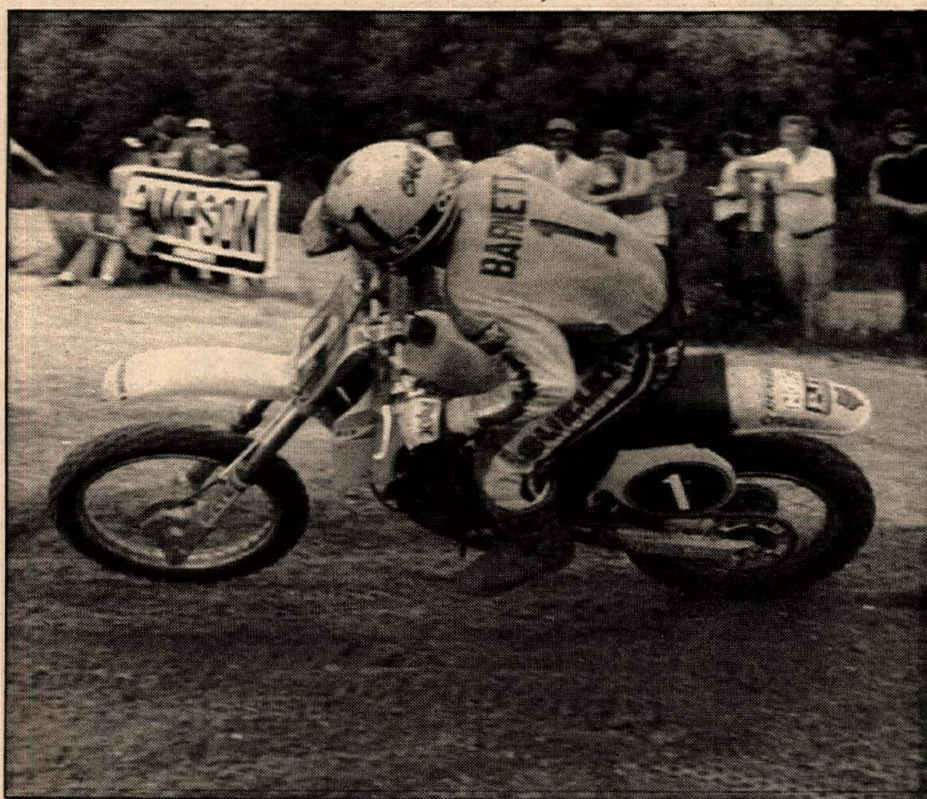
When the white flag came out a cloudburst drenched the course, but few fans left their seats. Keylon came across the finish line with 21 seconds on Bailey, who, in turn, put some ground on Glover. Johnson, Martin and LOP's Jim Tarantino followed across a ways back from the front runners.

The crowd went wild when Keylon's perfect day was complete. Many came over the fence to the finish area where Keylon was accepting congratulations. The first thing he had time for was a hug from his mother and sister and a long kiss from his girlfriend.

"I'll be looking back at this one," said Keylon. "I exceeded my expectations—I didn't think I could win both motos. It wasn't the works bikes that much either. It was having a works mechanic (Dave Carter) who has the machine properly prepared. I'm working out, training hard. Jeff Spencer, the team trainer, set up a program that is really helping me out. The hot weather is tough for everyone, but all those Florida fans got me going. I didn't know how to handle all the support."

"I saw a couple of satellites the first time I tried to jump past Glover," said Bailey. "I landed too hard, but I set the pass up again the next lap and got by. It looked like Broc was fast in some spots but then he rested in other places. I knew Honda would be happy if I made that pass."

"You almost put your footpeg on top of Glover's head," said Johnson.



(Top) Donnie Hansen (7) and Robert Reisinger tangled in the second 250cc moto. (Above) Mark Barnett was second in the 125s with a 3-2 day.

"My front end kicked out when I went down."

"I can ride all day at a hare scrambles and not get tired, but I can't understand it today," said fourth overall Martin. "I think I can beat those guys, and I'm going to have to change my training to do it."

"I ran with Keylon in moto two," said Hansen, "but it was pointless. I fell too many times in that race to do any good."

Results

125cc NATIONAL: 1. Johnny O'Mara (Hon) 1-1; 2. Mark Barnett (Suz) 3-2; 3. Jim Gibson (Hon) 2-3; 4. George Holland (Suz) 4-5; 5. Chris Heiser (Suz) 5-6; 6. Jeff Ward (Kaw) 10-4; 7. Karl Jordan (Yam) 7-8; 8. Erik Kehoe (Yam) 6-9; 9. Gary Denton (Suz) 9-7; 10. Troy Blake (Yam) 8-10; 11. David Weak (Suz) 11-13; 12. Steve Burdette (Suz) 13-12; 13. Michael Preston (Kaw) 15-11; 14. Ron Turner (Hon) 12-16; 15. Jeff Wimmer (Suz) 18-15; 16. Mark Butler (Hon) 20-14; 17. Doug Jackson (Yam) 14-*; 18. Fritz Schlegel (Suz) 16-20; 19. Terry Martz (Suz) *-17; 20. Jeff Surwall (Hon) 17-*; 21. Terry Tinney (Kaw) *-18; 22. Rusty Wageman (Suz) *-19; 23. Jeff Schumacher (Yam) 19-*.

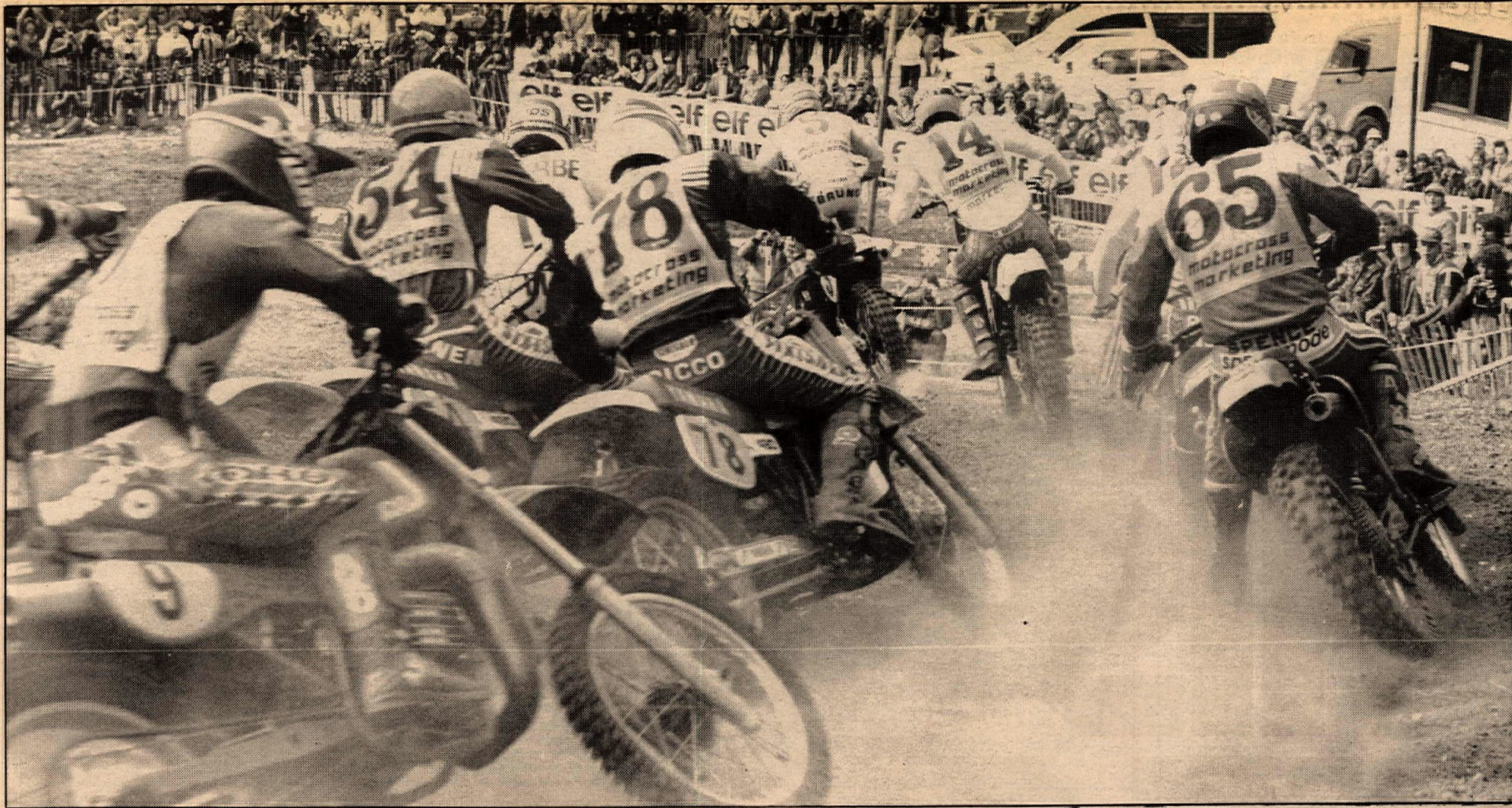
*denotes placing out of top 20.
250cc NATIONAL: 1. Kenny Keylon (Hon) 1-1; 2. David Bailey (Hon) 2-2; 3. Broc Glover (Yam) 5-3; 4. Steve Martin (Hon) 4-5; 5. Rick Johnson (Yam) 6-4; 6. Jim Tarantino (Hon) 9-6; 7. Warren Reid (Suz)

708; 8. Mark Murphy (Yam) 8-11; 9. Donnie Hansen (Hon) 3-18; 10. Clint Hardick (Suz) 10-10; 11. Scott Burnworth (Yam) 12-9; 12. Bobby Handy (Hon) 11-13; 13. Ross Pederson (Suz) *-7; 14. Robert Reisinger (Suz) *-12; 15. Robert Buffaloe (Hon) 19-14; 16. Dave Hollis (Suz) 13-*; 17. Juan Benavidez (Yam) 14-*; 18. Eddie Wilborn (Hon) *-15; 19. Doug Longwell (Hon) 15-*; 20. Kevin Gilchrist (Hon) *-16; 21. Keith Olerich (Hon) 16-*; 22. Tommy Myers (Suz) *-17; 23. Jeff Hope (Hon) 17-*; 24. Bill Liles (Kaw) 18-*; 25. David Lovell (Hon) *-19; 26. Robert Kelly (Hus) *-20; 27. Tim Richardson (Hon) 20-*.

AMA 125cc NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Mark Barnett (177); 2. Johnny O'Mara (162); 3. Jeff Ward (148); 4. Jim Gibson (133); 5. George Holland (130); 6. Gary Denton (99); 7. Bob Hannah (98); 8. Erik Kehoe (97); 9. Ron Turner (77); 10. Chris Heisser (75); 11. Troy Blake (70); 12. Michael Preston (54); 13. Karl Jordan (37); 14. Mike Beier (33); 15. David Weak (32); 16. Doug Jackson (30); 17. Kyle Landrum (29); 18. (TIE) Jeff Surwall/Dean Cates (27); 20. Rusty Wageman (25).

AMA 250cc NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Broc Glover (154); 2. Rick Johnson (150); 3. Kenny Keylon (139); 4. Donnie Hansen (118); 5. Warren Reid (116); 6. Scott Burnworth (111); 7. Steve Martin (110); 8. Jim Tarantino (105); 9. Larry Wosick (86); 10. David Bailey (82); 11. Denny Bentley (65); 12. Clint Hardick (65); 13. Ross Pederson (56); 14. Kris Bigelow (48); 15. Tom Benolkin (46); 16. Mark Murphy (35); 17. Bill Liles (32); 18. Bobby Handy (29); 19. Juan Benavidez (25); 20. (TIE) Dave Hollis/Dan Conway (20).

AMA MX MANUFACTURER POINT STANDINGS: 1. Honda (355); 2. Yamaha (314); 3. Suzuki (310); 4. Kawasaki (217); 5. Husqvarna (49); 6. Maico (2).



Jean-Jacques Bruno grabbed the start of the second 500cc MXGP moto in front of Englishman Dave Thorpe (14) and Andre Malherbe (hidden at left).

World Championship 500cc MX Series: Round 1

Malherbe magnificent in French GP

By Neil Webster

MONTBELLARD, FRANCE, APR. 25

Untouchable Andre Malherbe rode calmly through the hills of eastern France to the top of the world at today's 1982 500cc MX Grand Prix opener.

The superb Belgian, who looks more like a pop star than a motocross racer, began his defense of the title he has held for the last two years with two copy-book wins to take maximum points.

And the only man who threatened his dominance was Britisher Dave Thorpe who set the second race alight by holding the lead for six laps.

Showing ice-cool temperament, Thorpe turned in a performance many more experienced riders would have been proud of to fend off the World Champion's close attentions for a third of the race.

And once Malherbe was past, Thorpe never put a foot wrong to take a career-best result in second spot.

But for a fall in the first race, Thorpe could have collected even more points than the 17 which gave him equal second place in the series with American Brad Lackey.

But for Malherbe, the second race would have been a British benefit, with British lads in second, third and fourth, Graham Noyce and Neil Hudson following Thorpe over the

line.

For Noyce it was a disappointing start to his search for a repeat of his title-winning 1979 season when a flying stone smashed the fuel tap of his Honda in the first leg and forced him out with fuel starvation.

His second outing was much more satisfying. A strong start saw him in fifth place before he slipped past Belgian Andre Vromans on lap four to start a long tussle with local hero Jean-Jacques Bruno.

For 12 laps Noyce tried everything he knew to get past, but the wily Frenchman held him off until he got the worst of a close dice and fell, giving Noyce a clear path to third and allowing Neil Hudson to move into a striking position.

With Bruno slowing noticeably after biting the dust, Hudson quickly nipped by to repeat his first leg fourth and he was followed by lanky Dutchman Jaak van Velthoven and Lackey who had fought back strongly from a bad start and an early fall.

"Not doing much of the first race I had to spend some time relearning the racing lines," said Noyce. "That allowed the rest to clear off and then I

had a long fight with Bruno. It's a shame about the first race because I was going so well in the second."

The 10 point reward his third place place produced leaves Noyce in sixth place overall, already 20 points behind Honda teammate Malherbe.

Riding in his first 500cc Grand Prix, last year's 250cc World Champion Neil Hudson was quite happy with his brace of fourths and the 16 points which went with them.

Neil started the first leg way down the pack in 14th but despite a badly bruised finger, courtesy of one of the small sharp stones which littered the Villars-sous-ECOT track, steadily worked his way through until he met up with Yamaha-mounted Italian Franco Picco who had taken up fourth place.

Only after trailing Picco for almost half the race distance did Hudson manage to get by the Italian three laps from the end.

A similar story second time out saw Hudson's consistency pay dividends. After another poor start when he hit the gate, Hudson again had his work cut out to carve through the field, but he simply kept up his strong pace and smooth style to inch up place by place.

"I'm very happy with that as a start to the season," said Hudson. "I've never raced in a 500 GP before and so did not know what to expect, but the pace seemed to ease off after a few minutes and I just kept mine up. I had trouble getting past Vromans and Bruno towards the end. They were both going quite slowly but were staying on the lines."

Sharing second overall with Thorpe, Brad Lackey looked hot in the opener to win a duel with Vromans for second but he lost points when he fell early in the second race trying to erase a bad getaway.

For the 25,000 strong French crowd the biggest disaster of the day came when Bruno crashed out of the first leg after only four laps, and a fall in the second half again robbed him of places, leaving him only four points from his Grand Prix.

Results

1. Andre Malherbe (Belgium - Hon); 2. (TIE) Dave

Thorpe (Great Britain - Kaw)/Brad Lackey (USA - Suz); 4. Neil Hudson (Great Britain - Yam); 5. Andre Vromans (Belgium - Suz); 6. Graham Noyce (Great Britain - Hon); 7. Franco Picco (Italy - Yam); 8. Jaak van Velthoven (Luxembourg - KTM); 9. (TIE) Jean-Jacques Bruno (France - Suz)/Billy Aldridge (Great Britain - Suz).

FIRST MOTO: 1. Malherbe; 2. Lackey; 3. Vromans; 4. Hudson; 5. Picco; 6. Thorpe; 7. Aldridge; 8. Sintonen; 9. Kristoffersen; 10. van den Broeck.

SECOND MOTO: 1. Malherbe; 2. Thorpe; 3. Noyce; 4. Hudson; 5. van Velthoven; 6. Lackey; 7. Bruno; 8. Vromans; 9. van den Broeck; 10. Picco.

World Championship 125cc MX Series: Round 3

Velkeneers stretches points lead in Austrian GP

LAUNSDORF, AUSTRIA, APR. 25
Yamaha's Mark Velkeneers increased his series points lead over Italian Michele Rinaldi by finishing second and third in the pair of motos which made up the Austrian 125cc MX Grand Prix.

Suzuki's Erik Geboers won the first moto and looked all set to repeat the performance the second time out when his chain broke with but three laps to run.

Geboers' misfortune put Gilera mounted Rinaldi in the front where he stayed to pick up much needed points. Japan's Akira Watanabe, who had finished third in the first moto behind Geboers and Velkeneers, took second aboard his works Suzuki.

Results

RACE ONE: 1. E. Geboers (Belgium - Suz); 2. M. Velkeneers (Belgium - Suz); 3. A. Watanabe (Japan - Suz); 4. C. Maddii (Italy - Gil); 5. Y. Kudiakov (USSR-Cag); 6. C. Andreani (Italy - KTM); 7. A. Lejeune (Belgium - Hon); 8. K. Sulver (Austria - KTM); 9. H. Everts (Belgium - Suz); 10. P. Vehkonen (Finland - Yam).

RACE TWO: 1. M. Rinaldi (Italy - Gil); 2. Watanabe; 3. Velkeneers; 4. Everts; 5. Maddii; 6. Kudiakov; 7. Lejeune; 8. Miele (Italy - KTM); 9. M. Magarotto (Italy - Gil); 10. Sulver.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Velkeneers (79); 2. Rinaldi (45); 3. Geboers (43); 4. Everts (40); 5. Maddii (38); 6. Watanabe (36).

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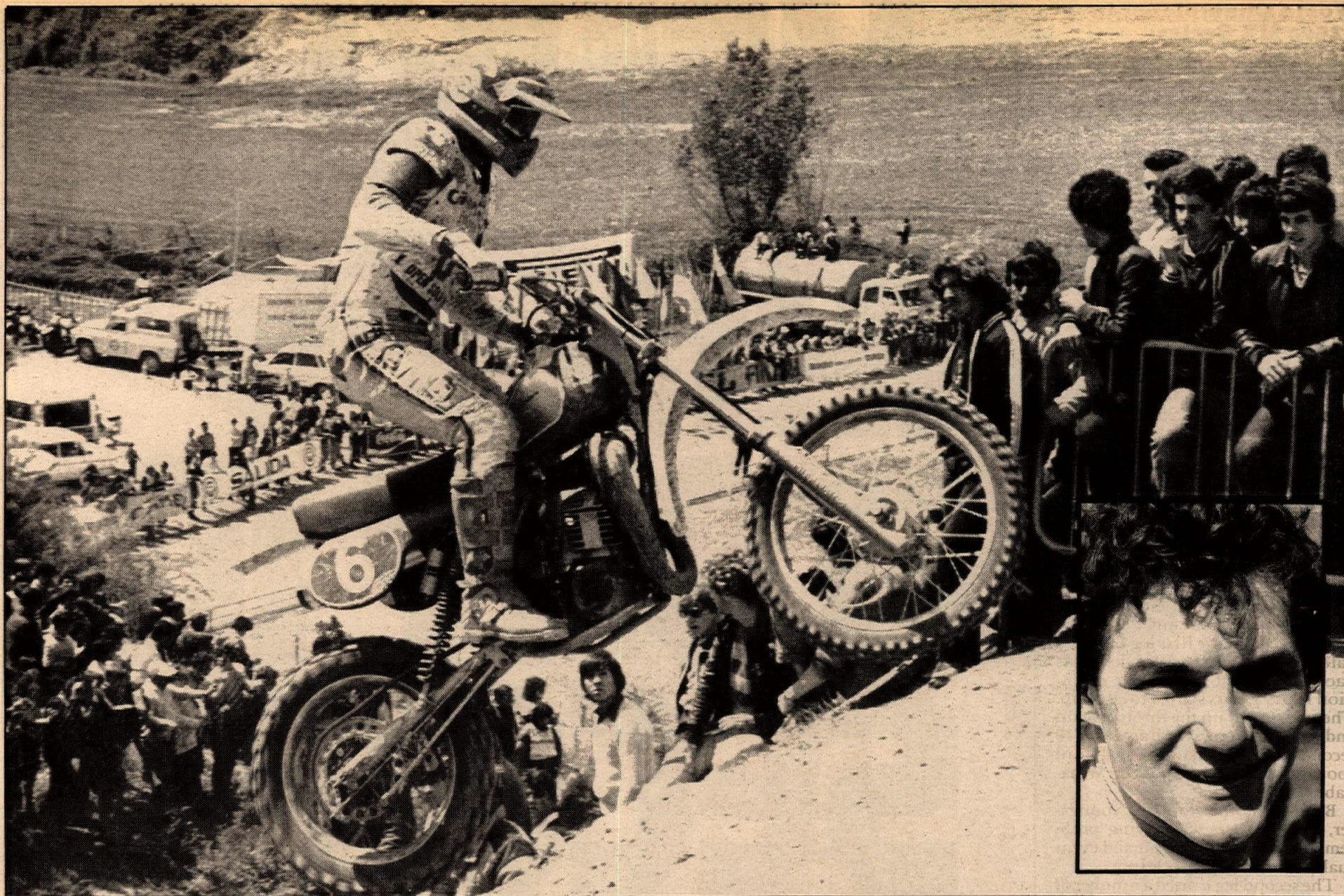
It took Terry Vance only 7.17 seconds to pilot his Awesome Suzuki GS-1100 Fueler down the quarter mile during the qualifying rounds of the Southern Nationals in Atlanta. And when he did, the face of drag racing history changed for the better.

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THE WINNING RIDE.



Husky's Mike Guerra posted a 4-1 day in Spain to become the first American in 10 years to get the overall at a 250cc MX GP. He's now second in points.

World Championship 250cc MX Series: Round 2

Guerra grabs glory in Spanish GP

By Peter Howdle

SABADELL, SPAIN, APR. 25

Husqvarna's Mike Guerra today became the first American in 10 years to score top points in a European 250cc MX Grand Prix. Outright winner of Spain's second round of the

World Championship Series at Sabadell, near Barcelona, 23-year-old Guerra matched the 1973 breakthrough of fellow countryman Jim Pomeroy on the same track.

Fourth in the first moto, in which Suzuki's points leader Georges Jobe crashed on lap one and fought back to finish fifth, Guerra beat the Belgian fair and square in the second moto.

"I just had a good start and made no mistakes, but the track was really slippery," said the American whose previous best efforts were third places at the British, German and Dutch GPs last year.

Though Guerra's glory hoisted him from ninth to second in the championship, Jobe remains the favorite to take the title vacated by Neil Hudson. Despite his sensational crash, Jobe is already 17 points ahead.

Rolf Dieffenbach, the 30-year-old West German who won the Spanish GP in 1980, won the opening moto on his Honda. Sidelined by a fall and a puncture next time out, Dieffenbach nevertheless finished third overall,

beating Dutchman Kees Van der Ven by two points.

Dave Watson was predictably the best of three Britons. He gained an early lead in the first race and was running second in the other but twice slid off his works Yamaha and slipped to seventh overall.

After topping the practice charts with his new works Suzuki—apparently not fitted with a power valve but endowed with a distinctive mid-range grunt—Jobe was expected to clear off in a big way. Unfortunately, after a bad start, he crashed in a first corner tangle.

American Danny LaPorte was the first to go down. He reckoned he was shunted from behind before he and Jobe bit the dust and Jean-Claude Laquaye fell on top of them.

While LaPorte quickly remounted, after two other riders used him for traction, it took 38 seconds for Jobe to disentangle his Suzuki from Laquaye's Honda.

His exhaust ripped off by Jobe's rear chain adjuster, Laquaye was unable to continue. But Jobe fought back like a lion to finish 13 seconds behind Dieffenbach—a gap which

suggests the 1980 World Champion would probably have won by 25 seconds.

While Jobe completed lap two in 25th position, Watson's chances were dimmed when he was overpowered by Spaniard Fernando "Randy" Munoz on a Beta. A 15,000 crowd went wild as Munoz held the advantage for a third of the distance when a broken rear chain adjuster knocked him out.

Matti Tarkkonen, one of three Yamaha aces on water-cooled production bikes (only Watson and LaPorte rode air-cooled works models), took over when Munoz stopped but Dieffenbach was really flying.

After overpowering Jaroslav Falta, who finished a good third on his monoshock CZ, Dieffenbach threw caution to the winds and stormed to his first success for two years. "I had no trouble passing Watson. I knew Falta and Munoz were not so strong. I waited 20 minutes before going after Tarkkonen because I didn't want to blow my Honda," he said.

Heinz Kinigadner, one of the victims of Jobe's remarkable recovery, was in the running for points until he tangled with a wire fence spectators had felled onto the track, and Vladimir Kavinov crashed into him and broke his throttle cable.

Crashers on watered sections as slippery as skating rinks included Steve Russell, who beat Willie Simpson downfield in the second moto while Spaniard Antonio Arcarons, one of the practice leaders, was side-

lined by a shattered Montesa wheel.

The second race was more clear-cut. Gating brilliantly with his 1982 production Husqvarna, Guerra made the most of the good handling of his twin-shocker to lead from start to finish.

Hopes of a challenge from Watson fizzled out when he slid off while running second. By the time Watson remounted, he was behind Kinigadner, Kees Van der Ven and Jobe whose second bad start was offset by progress so rapid that he picked up six places in five laps.

Dieffenbach was on Watson's tail in seventh spot when he punctured at half distance—by which time Jobe was up to second but unable to catch the flying Yank. Gaston Rahier and Raymond Boven were involved in a series of crashes which put paid to Falta when he broke the twistgrip cable guide of his Czech wonder.

Results

1. Mike Guerra (USA - Hus); 2. Georges Jobe (Belgium - Suz); 3. Rolf Dieffenbach (West Germany - Hon); 4. Kees Van der Ven (Holland - KTM); 5. Matti Tarkkonen (Finland - Yam); 6. Jaroslav Falta (Czechoslovakia - CZ); 7. Dave Watson (Great Britain - Yam); 8. Heinz Kinigadner (Austria - Yam); 9. Vilem Toman (West Germany - Suz); 10. Hans Maisch (West Germany - Mail); 11. Jean-Claude Laquaye (Belgium - Hon); 12. Magnus Nyberg (Sweden - Suz); 13. Danny LaPorte (USA - Yam); 14. Soren Mortensen (Denmark - KTM).

FIRST MOTO: 1. Dieffenbach; 2. Tarkkonen; 3. Falta; 4. Guerra; 5. Jobe; 6. Maisch; 7. Watson; 8. Van der Ven; 9. LaPorte; 10. Toman.

SECOND MOTO: 1. Guerra; 2. Jobe; 3. Van der Ven; 4. Kinigadner; 5. Toman; 6. Watson; 7. Laquaye; 8. Nyberg; 9. Mortensen; 10. LaPorte.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Jobe (48); 2. Guerra (31); 3. Tarkkonen (27); 4. Van der Ven (23); 5. Watson (19); 6. (TIE) Dieffenbach/LaPorte (15); 8. Maisch (13); 9. (TIE) Maurizio Dolce/Kinigadner (12).

Velkeneers stretches lead with Belgian GP win

VENRAY, BELGIUM, APR. 4
Yamaha's Marc Velkeneers opened up his points lead to a massive 27 points after just two rounds of the '82 125cc MX GP season, when he fled away from his opposition in front of his home crowd at Venray. But the Belgian teenager didn't have it all his own way, for only a punctured tire just two laps from home in the second moto spoiled Italian Michele Rinaldi's chance of beating the Belgians on their home circuit.

In front of a crowd estimated between 40 and 50 thousand, Velkeneers took the lead in the first leg from the gate. The youngster settled down his pace at the front until triple champion Harry Everts started to close up. Then he turned up the throttle again and went on to cross the line with a 16 second margin. Rinaldi posted third spot ahead of ex-champ Akira Watanabe.

Belgium's other top line youngster, Erik Geboers was having problems, repeatedly falling off and eventually finishing in ninth spot.

The second leg caused a number of surprises and almost caused the biggest upset for the partisan crowd. Rinaldi was leading and looked set to put it over the Belgians in front of their home supporters. Then disaster struck for the rapid Italian. He picked up a front wheel puncture just two laps from home and was forced to slow. Velkeneers seized his chance and shot through and 30 seconds later Honda works rider Yoshifumi Sugio went past into second spot. Rider after rider went through as Rinaldi struggled to get to the finish, hopeful of picking up some points.

Rinaldi's luck was out and he eventually crossed the line in 13th spot—the most disappointed man of the meeting.

Yuri Khudaikov's fourth place on the works Cagiva was a surprise to a lot of people, but the Russian's stamina on the track, which developed ruts almost three foot deep on some corners, was enough to help him keep his pace where others around him were tiring.

Everts finished sixth, admitting afterwards that the track had sapped his energy in the closing stages forcing him to slow.

Geboers was again falling off and was placed eighth after remounting and forcing through.

Results

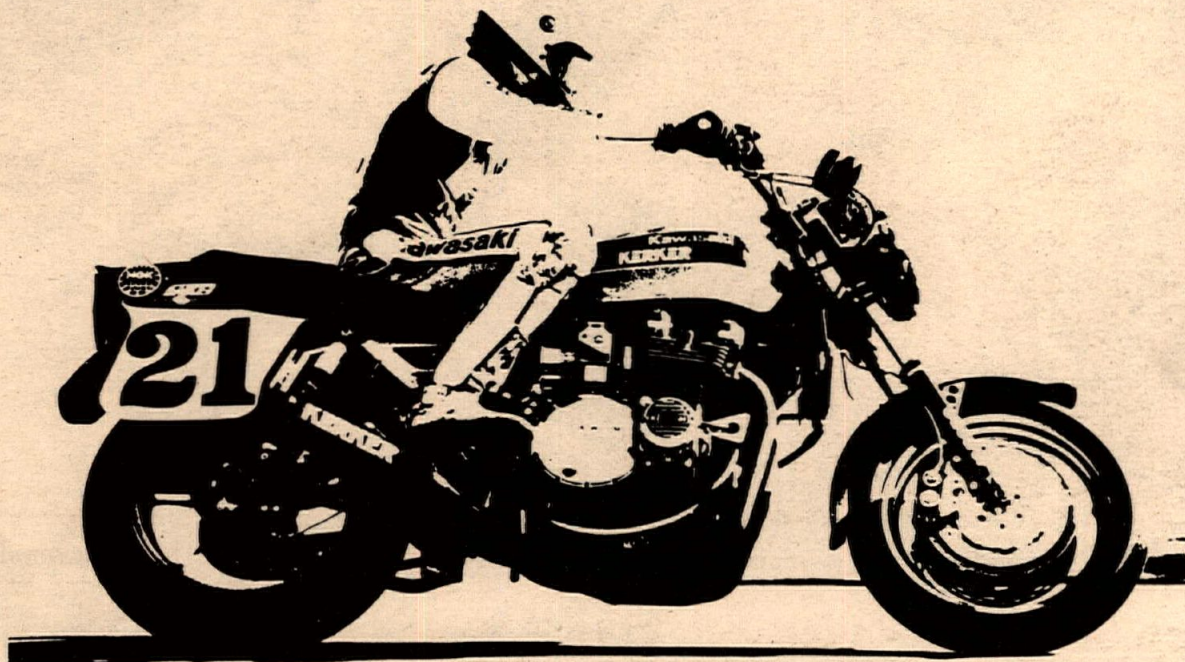
OVERALL: 1. Marc Velkeneers (Belgium - Yam); 2. Harry Everts (Belgium - Suz); 3. (TIE) Yoshifumi Sugio (Japan - Hon)/Corrado Maddii (Italy - Gil); 4. Akira Watanabe (Japan - Suz); 5. Michele Rinaldi (Italy - Gil); 6. (TIE) Yuri Khudaikov (Russia - Cag)/Jacky Vimond (France - Yam); 7. (TIE) Dirk Verhaegen (Belgium - Suz)/Erik Geboers (Belgium - Suz); 11. Ari Viiri (Finland - Suz); 12. (TIE) Michele Margarotto (Italy - TGM)/Johan Martens (Luxembourg - Hon).

FIRST MOTO: 1. Velkeneers; 2. Everts; 3. Rinaldi; 4. Watanabe; 5. Maddii; 6. Verhaegen; 7. Sugio; 8. Vimond; 9. Geboers; 10. Margarotto.

SECOND MOTO: Velkeneers; 2. Sugio; 3. Maddii; 4. Khudaikov; 5. Everts; 6. Vimond; 7. Watanabe; 8. Geboers; 9. Viiri; 10. Martens.

WORLD CHAMPIONSHIP POSITIONS AFTER TWO ROUNDS: 1. Velkeneers (57); 2. (TIE) Everts/Rinaldi (30); 4. Geboers (28); 5. Sugio (17); 6. Maddii (16); 7. Watanabe (14); 8. Martens (11); 9. Vehkonen (9); 10. (TIE) Khudaikov/Vimond/Maddii/Hensen (8); 14. (TIE) Verhaegen/Van Dorn (5); 16. Ensing (4); 17. Postema (3); 18. Viiri (2); 19. Margarotto (1).

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